

REPORT NUMBER: 208-MGA-2008-012

**VEHICLE SAFETY COMPLIANCE TESTING
FOR
FMVSS 208, OCCUPANT CRASH PROTECTION
FMVSS 212, WINDSHIELD MOUNTING
FMVSS 219, WINDSHIELD INTRUSION (PARTIAL)
FMVSS 301, FUEL SYSTEM INTEGRITY**

**MITSUBISHI MOTORS CORPORATION
2008 MITSUBISHI LANCER PASSENGER CAR
NHTSA NO.: C85602**

**PREPARED BY:
MGA RESEARCH CORPORATION
5000 WARREN ROAD
BURLINGTON, WI 53105**



TEST DATES: APRIL 11, 2008 – JULY 2, 2008

FINAL REPORT DATE: NOVEMBER 7, 2008

FINAL REPORT

**PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
1200 NEW JERSEY AVENUE, S.E., NVS-220
WASHINGTON, D.C. 20590**

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Prepared by: Jeff Lewandowski Date: November 7, 2008
Jeff Lewandowski, Project Engineer

Reviewed by: David Winkelbauer Date: November 7, 2008
David Winkelbauer, Facility Director

FINAL REPORT ACCEPTED BY OVSC:

Accepted By: Charles R. Case

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Technical Report Documentation Page

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TABLE OF CONTENTS

<u>Section</u>		<u>Page No</u>
1	Purpose of Compliance Test	1
2	Tests Performed	2
3	Injury Result Summary	4
4	Discussion of Test (if applicable)	7
5	Test Data Sheets	8
 <u>Data Sheet</u>		
1	COTR Vehicle Work Order	9
2	Report of Vehicle Condition	13
3	Certification Label and Tire Placard Information	15
4	Rear Outboard Seating Position Seat Belts	16
5	Air Bag Labels	17
6	Readiness Indicator	29
7	Passenger Air Bag Manual Cut-Off Device	30
8	Lap Belt Lockability	33
9	Seat Belt Warning System	45
10	Belt Contact Force	47
11	Latch Plate Access	53
12	Seat Belt Retraction	55
13	Seat Belt Guides and Hardware	57
14	Marking of Reference Points for Various Test Positions & Points	63
16	Air Bag Suppression Telltale	72
17	Suppression Test Using 12-Month CRABI Dummy	73
18	Suppression Test Using Newborn Infant Dummy	80
19	Suppression Test Using 3-YO Dummy and Booster Seats	81
20	Suppression Test Using 3-YO Dummy and Fwd Facing Restraints	83
21	Suppression Test Using an Unbelted 3-YO Dummy	86
27	Summary of Low Risk Deployment Using an Unbelted 6-Year-Old Dummy Position 1	87
28	Summary of Low Risk Deployment Using an Unbelted 6-Year-Old Dummy Position 2	88
29	Summary of Low Risk Deployment Using an Unbelted 5 th % Dummy Position 1	89
30	Summary of Low Risk Deployment Using an Unbelted 5 th % Dummy Position 2	90
32	Vehicle Weight, Fuel Tank, and Attitude Data	91
33	Vehicle Accelerometer Locations and Measurements	95

<u>Data Sheet</u>		<u>Page No</u>
34	Photographic Targets	98
35	Camera Locations	104
36	Dummy Positioning	106
37	Dummy Measurements	118
38	Crash Test	121
40	Accident Investigation Measurements	123
41	Windshield Mounting (FMVSS 212)	125
42	Windshield Zone Intrusion (FMVSS 219)	127
43	Fuel System Integrity (FMVSS 301)	129

Appendix

A	Crash Test Data	A-1
B	Low Risk Test Data	B-1
C	Crash Test Photographs	C-1
D	Low Risk Photographs	D-1
E	Suppression Photographs	E-1
F	Instrumentation Calibration	F-1
G	Notice of Test Failure (If Applicable)	G-1

SECTION 1

PURPOSE OF COMPLIANCE TEST

The tests performed are part of a program conducted for the National Highway Traffic Safety Administration (NHTSA) by MGA Research Corporation (MGA) under Contract No. DTNH22-03-D-11002. The purpose of this test was to determine whether the subject vehicle, a 2008 Mitsubishi Lancer, NHTSA No. C85602, meets certain performance requirements of FMVSS 208, "Occupant Crash Protection"; FMVSS 212, "Windshield Mounting"; FMVSS 219, "Windshield Zone Intrusion"; and FMVSS 301, "Fuel System Integrity". The compliance test was conducted in accordance with OVSC Laboratory Test Procedure No. TP208-13 dated July 27, 2005.

SECTION 2

TESTS PERFORMED

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance

NHTSA No.: C85602
 Test Dates: 4/11/08 -7/2/08

The following checked items indicate the tests that were performed:

- | | | |
|-------------------------------------|-----|---|
| <input checked="" type="checkbox"/> | 1. | Rear outboard seating position seat belts (S4.1.1.2(b) & (S4.2.4) |
| <input checked="" type="checkbox"/> | 2. | Air bag labels (S4.5.1) |
| <input checked="" type="checkbox"/> | 3. | Readiness indicator (S4.5.2) |
| <input checked="" type="checkbox"/> | 4. | Passenger air bag manual cut-off device (S4.5.4) |
| <input checked="" type="checkbox"/> | 5. | Lap belt lockability (S7.1.1.5) |
| <input checked="" type="checkbox"/> | 6. | Seat belt warning system (S7.3) |
| <input checked="" type="checkbox"/> | 7. | Seat belt contact force (S7.4.4) |
| <input checked="" type="checkbox"/> | 8. | Seat belt latch plate access (S7.4.4) |
| <input checked="" type="checkbox"/> | 9. | Seat belt retraction (S7.4.5) |
| <input checked="" type="checkbox"/> | 10. | Seat belt guides and hardware (S7.4.6) |
| <input checked="" type="checkbox"/> | 11. | Suppression tests with 12-month-old CRABI dummy (Part 572, Subpart R) |
| <input checked="" type="checkbox"/> | 12. | Suppression tests with newborn infant (Part 572, Subpart K) |
| <input checked="" type="checkbox"/> | 13. | Suppression tests with 3-year-old dummy (Part 572, Subpart P) |
| <input type="checkbox"/> | 14. | Suppression tests with 6-year-old dummy (Part 572, Subpart N) |
| <input checked="" type="checkbox"/> | 15. | Test of reactivation of the passenger air bag system with an unbelted 5 th percentile female dummy |
| <input type="checkbox"/> | 16. | Low risk deployment test with 12-month-old dummy (Part 572, Subpart R) |
| <input type="checkbox"/> | 17. | Low risk deployment test with 3-year-old dummy (Part 572, Subpart P) |
| <input checked="" type="checkbox"/> | 18. | Low risk deployment test with 6-year-old dummy (Part 572, Subpart N) |
| <input checked="" type="checkbox"/> | 19. | Low risk deployment test with 5 th female dummy (Part 572, Subpart O) |
| <input checked="" type="checkbox"/> | 20. | Impact Tests |
| <input type="checkbox"/> | | Frontal Oblique |
| <input type="checkbox"/> | | Belted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.1(a)) |
| <input type="checkbox"/> | | Unbelted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a)(1)) |
| <input type="checkbox"/> | | Unbelted 50 th male dummy driver and passenger (32 to 40 kmph) (S5.1.2(a) (1) or S5.1.2(b)) |
| <input checked="" type="checkbox"/> | | Frontal 0° |
| <input type="checkbox"/> | | Belted 50 th male dummy driver (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a)) |
| <input type="checkbox"/> | | Belted 50 th male dummy passenger (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a)) |
| <input type="checkbox"/> | | Belted 5 th female dummy driver (0 to 48 kmph) (S16.1(a)) |
| <input type="checkbox"/> | | Belted 5 th female dummy passenger (0 to 48 kmph) (S16.1(a)) |
| <input type="checkbox"/> | | Belted 50 th male dummy driver and passenger (0 to 56 kmph) (S5.1.1.(b)(2)) |
| <input type="checkbox"/> | | Unbelted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a) (1)) |
| <input type="checkbox"/> | | Unbelted 50 th male dummy driver (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b)) |
| <input type="checkbox"/> | | Unbelted 50 th male dummy passenger (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b)) |

	<input checked="" type="checkbox"/>	Unbelted 5 th female dummy driver (32 to 40 kmph) (S16.1(b))
	<input checked="" type="checkbox"/>	Unbelted 5 th female dummy passenger (32 to 40 kmph) (S16.1(b))
	<input type="checkbox"/>	40% Offset 0° Belted 5 th female dummy driver and passenger (0 to 40 kmph) (S18.1)
<input type="checkbox"/>		21. Sled Test: unbelted 50 th male dummy driver and passenger (S13)
<input type="checkbox"/>		22. FMVSS 204 Indicant Test
<input checked="" type="checkbox"/>		23. FMVSS 212 Indicant Test
<input checked="" type="checkbox"/>		24. FMVSS 219 Indicant Test
<input checked="" type="checkbox"/>		25. FMVSS 301 Frontal Indicant Test

For the crash tests, the vehicle was instrumented with 8 accelerometers. The accelerometer data from the vehicle and dummies were sampled at 10,000 samples per second and processed as specified in SAE J211/1 MAR95 and FMVSS 208, S4.13.

The dynamic tests were recorded using high-speed digital video.

The vehicle appears to meet all of the performance requirements to which it was tested.

SECTION 3

INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance

NHTSA No.: C85602
 Test Date: 5/20/08

5th Percentile Female Low Risk Deployments

5th Percentile Female SN 511 Position 1 (Chin On Module) 5/20/08

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	5
Peak Nij (Nte)	1.0	0.2
Time (ms)	NA	12.3
Peak Nij (Ntf)	1.0	0.2
Time (ms)	NA	40.6
Peak Nij (Nce)	1.0	0.0
Time (ms)	NA	1.0
Peak Nij (Ncf)	1.0	0.0
Time (ms)	NA	225.0
Neck Tension	2070 N	590
Neck Compression	2520 N	13
Chest g	60 g	7
Chest Displacement	52 mm	5
Left Femur	6805 N	38
Right Femur	6805 N	42

Second stage fire time of 100 ms; Injuries calculated on 0 ms to 225 ms

5th Percentile Female SN 511 Position 2 (Chin On Rim) 5/20/08

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	3
Peak Nij (Nte)	1.0	0.3
Time (ms)	NA	15.2
Peak Nij (Ntf)	1.0	0.1
Time (ms)	NA	99.0
Peak Nij (Nce)	1.0	0.2
Time (ms)	NA	17.6
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	102.8
Neck Tension	2070 N	465
Neck Compression	2520 N	162
Chest g	60 g	16
Chest Displacement	52 mm	12
Left Femur	6805 N	60
Right Femur	6805 N	69

Second stage fire time of 100 ms; Injuries calculated on 0 ms to 225 ms

SECTION 3
INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance

NHTSA No.: C85602
 Test Dates: 5/20/08

6-Year-Old Low Risk Deployments

6-Year-Old SN 155 Position 1 (Chest On Instrument Panel) 5/20/08

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	25
Peak Nij (Nte)	1.0	0.4
Time (ms)	NA	74.3
Peak Nij (Ntf)	1.0	0.2
Time (ms)	NA	45.6
Peak Nij (Nce)	1.0	0.2
Time (ms)	NA	0.7
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	14.9
Neck Tension	1490 N	386
Neck Compression	1820 N	354
Chest g	60 g	15
Chest Displacement	40 mm	12

Second stage fire time of 100 ms; Injuries calculated on 0 ms to 100 ms

6-Year-Old SN 155 Position 2 (Head On Instrument Panel) 5/20/08

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	69
Peak Nij (Nte)	1.0	0.3
Time (ms)	NA	78.2
Peak Nij (Ntf)	1.0	0.1
Time (ms)	NA	69.0
Peak Nij (Nce)	1.0	0.4
Time (ms)	NA	20.1
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	53.2
Neck Tension	1490 N	561
Neck Compression	1820 N	877
Chest g	60 g	12
Chest Displacement	40 mm	4

Second stage fire time of 100 ms; Injuries calculated on 0 ms to 100 ms

SECTION 3

INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance

NHTSA No.: C85602
 Test Date: 7/2/08

40 kmph Frontal Crash

Impact Angle: Zero degrees

Belted Dummies: Yes X No
 Speed Range: 0 to 40 kmph X 32 to 40 kmph
 0 to 48 kmph 0 to 56 kmph

Test Speed: 39.9 kmph Test Weight: 1430.6 kg

Driver Dummy: X 5th female 50th male
 Passenger Dummy: X 5th female 50th male

5th Percentile Female Frontal Crash Test Vehicles certified to S16.1(a), S16.1(b), or S18.1

Injury Criteria	Max. Allowable Injury Assessment Values	Driver	Passenger
HIC15	700	104	90
N _{te}	1.0	0.3	0.2
N _{tf}	1.0	0.3	0.2
N _{ce}	1.0	0.1	0.2
N _{cf}	1.0	0.2	0.6
Neck Tension	2620 N	785	293
Neck Compression	2520 N	255	701
Chest g	60 g	35	30
Chest Displacement	52 mm	11	4
Left Femur	6805 N	1527	4661
Right Femur	6805 N	2297	3505

SECTION 4
DISCUSSION OF TESTS

Test Vehicle: 2008 Mitsubishi Lancer
Test Program: FMVSS 208 Compliance

NHTSA No.: C85602
Test Dates: 4/11/08 -7/2/08

A blanket and visor were not used in the suppression testing because they did not affect the sensing system used on the vehicle.

SECTION 5
TEST DATA SHEETS

Test Vehicle: 2008 Mitsubishi Lancer
Test Program: FMVSS 208 Compliance

NHTSA No.: C85602
Test Dates: 4/11/08 -7/2/08

DATA SHEET 1

COTR VEHICLE WORK ORDER

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance

NHTSA No.: C85602
 Test Dates: 4/11/08 -7/2/08

COTR Signature: Charles R. Case

Test to be performed for this vehicle are checked below:

- | | |
|-------------------------------------|---|
| <input checked="" type="checkbox"/> | 1. Rear Outboard Seating Position Seat Belts (S4.1.2(b)) & (S4.2.4) |
| <input checked="" type="checkbox"/> | 2. Air Bag Labels (S4.5.1) |
| <input checked="" type="checkbox"/> | 3. Readiness Indicator (S4.5.2) |
| <input checked="" type="checkbox"/> | 4. Passenger Air Bag Manual Cut-off Device (S4.5.4) |
| <input checked="" type="checkbox"/> | 5. Lap Belt Lockability (S7.1.1.5) |
| <input checked="" type="checkbox"/> | 6. Seat Belt Warning System (S7.3) |
| <input checked="" type="checkbox"/> | 7. Seat Belt Contact Force (S7.4.4) |
| <input checked="" type="checkbox"/> | 8. Seat Belt Latch Plate Access (S7.4.4) |
| <input checked="" type="checkbox"/> | 9. Seat Belt Retraction (S7.4.5) |
| <input checked="" type="checkbox"/> | 10. Seat Belt Guides and Hardware (S7.4.6) |
| <input checked="" type="checkbox"/> | 11. Suppression tests with 12-month-old CRABI dummy (Part 572, Subpart R) using the following indicated child restraints. |

Section B

<input checked="" type="checkbox"/>	Britax Handle with Care 191	<input checked="" type="checkbox"/>	Full Rearward	<input checked="" type="checkbox"/>	Mid Position	<input checked="" type="checkbox"/>	Full Forward
	Century Assura 4553		Full Rearward		Mid Position		Full Forward
	Century Avanta SE 41530		Full Rearward		Mid Position		Full Forward
	Century Smart Fit 4543		Full Rearward		Mid Position		Full Forward
	Cosco Arriva 02727		Full Rearward		Mid Position		Full Forward
	Cosco Opus 35 02603		Full Rearward		Mid Position		Full Forward
	Evenflo Discovery Adjust Right 212		Full Rearward		Mid Position		Full Forward
<input checked="" type="checkbox"/>	Evenflo First Choice 204	<input checked="" type="checkbox"/>	Full Rearward	<input checked="" type="checkbox"/>	Mid Position	<input checked="" type="checkbox"/>	Full Forward
	Evenflo On My Way Position Right V 282		Full Rearward		Mid Position		Full Forward
<input checked="" type="checkbox"/>	Graco Infant 8457	<input checked="" type="checkbox"/>	Full Rearward	<input checked="" type="checkbox"/>	Mid Position	<input checked="" type="checkbox"/>	Full Forward

Section C

<input checked="" type="checkbox"/>	Britax Roundabout 161	<input checked="" type="checkbox"/>	Full Rearward	<input checked="" type="checkbox"/>	Mid Position	<input checked="" type="checkbox"/>	Full Forward
<input checked="" type="checkbox"/>	Century Encore 4612	<input checked="" type="checkbox"/>	Full Rearward	<input checked="" type="checkbox"/>	Mid Position	<input checked="" type="checkbox"/>	Full Forward
	Century STE 1000 4416		Full Rearward		Mid Position		Full Forward
	Cosco Olympian 02803		Full Rearward		Mid Position		Full Forward
	Cosco Touriva 02519		Full Rearward		Mid Position		Full Forward
	Evenflo Horizon V 425		Full Rearward		Mid Position		Full Forward
<input checked="" type="checkbox"/>	Evenflo Medallion 254	<input checked="" type="checkbox"/>	Full Rearward	<input checked="" type="checkbox"/>	Mid Position	<input checked="" type="checkbox"/>	Full Forward

- | | |
|-------------------------------------|---|
| <input checked="" type="checkbox"/> | 12. Suppression tests with newborn infant (Part 572, Subpart K) using the following indicated child restraints. |
|-------------------------------------|---|

Section A

- | | | | | | | | |
|-------------------------------------|---|-------------------------------------|---------------|-------------------------------------|--------------|-------------------------------------|--------------|
| <input checked="" type="checkbox"/> | Cosco Dream Ride 02-719 | <input checked="" type="checkbox"/> | Full Rearward | <input checked="" type="checkbox"/> | Mid Position | <input checked="" type="checkbox"/> | Full Forward |
| <input checked="" type="checkbox"/> | 13. Suppression tests with 3-year-old dummy (Part 572, Subpart P) using the following indicated child restraints where a child restraint is required. | | | | | | |

Section C

X	Britax Roundabout 161	X	Full Rearward	X	Mid Position	X	Full Forward
X	Century Encore 4612	X	Full Rearward	X	Mid Position	X	Full Forward
	Century STE 1000 4416		Full Rearward		Mid Position		Full Forward
	Cosco Olympian 02803		Full Rearward		Mid Position		Full Forward
	Cosco Touriva 02519		Full Rearward		Mid Position		Full Forward
	Evenflo Horizon V 425		Full Rearward		Mid Position		Full Forward
X	Evenflo Medallion 254	X	Full Rearward	X	Mid Position	X	Full Forward

Section D

	Britax Roadster 9004		Full Rearward		Mid Position		Full Forward
X	Century Next Step 4920	X	Full Rearward	X	Mid Position	X	Full Forward
X	Cosco High Back Booster 02-442	X	Full Rearward	X	Mid Position	X	Full Forward
	Evenflo Right Fit 245		Full Rearward		Mid Position		Full Forward

14. Suppression tests with representative 3-year-old child using the following indicated child restraints where a child restraint is required. (Appendix H, Data Sheet 16H and 17H)

Section C

	Britax Roundabout 161		Full Rearward		Mid Position		Full Forward
	Century Encore 4612		Full Rearward		Mid Position		Full Forward
	Century STE 1000 4416		Full Rearward		Mid Position		Full Forward
	Cosco Olympian 02803		Full Rearward		Mid Position		Full Forward
	Cosco Touriva 02519		Full Rearward		Mid Position		Full Forward
	Evenflo Horizon V 425		Full Rearward		Mid Position		Full Forward
	Evenflo Medallion 254		Full Rearward		Mid Position		Full Forward

Section D

	Britax Roadster 9004		Full Rearward		Mid Position		Full Forward
	Century Next Step 4920		Full Rearward		Mid Position		Full Forward
	Cosco High Back Booster 02-442		Full Rearward		Mid Position		Full Forward
	Evenflo Right Fit 245		Full Rearward		Mid Position		Full Forward

- X 15. Suppression tests with 3-year-old dummy (Part 572, Subpart P) in the following Forward, Middle, and Rearward seat track positions

X	Sitting on seat with back against seat back (S22.2.2.1)
X	Sitting on seat with back against reclined seat back (S22.2.2.2)
X	Sitting on seat with back not against seat back (S22.2.2.3)
X	Sitting on seat edge, spine vertical, hands by the child's side (S22.2.2.4)
X	Standing on seat, facing forward (S22.2.2.5)
X	Kneeling on seat facing forward (S22.2.2.6)
X	Kneeling on seat facing rearward (S22.2.2.7)
X	Lying on seat (S22.2.2.8)

16. Suppression tests with representative 3-year-old child in the following positions

	Sitting on seat with back against seat back (S22.2.2.1)
	Sitting on seat with back against reclined seat back (S22.2.2.2)
	Sitting on seat with back not against seat back (S22.2.2.3)
	Sitting on seat edge, spine vertical, hands by the child's side (S22.2.2.4)
	Standing on seat, facing forward (S22.2.2.5)
	Kneeling on seat facing forward (S22.2.2.6)
	Kneeling on seat facing rearward (S22.2.2.7)
	Lying on seat (S22.2.2.8)

17. Suppression tests with 6-year-old dummy (Part 572, Subpart N) using the following indicated child restraints where a child restraint is required.

Section D

<input type="checkbox"/>	Britax Roadster 9004	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Century Next Step 4920	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Cosco High Back Booster 02-442	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Evenflo Right Fit 245	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	18. Suppression tests with representative 6-year-old child using the following indicated child restraints where a child restraint is required.						

Section D

<input type="checkbox"/>	Britax Roadster 9004	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Century Next Step 4920	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Cosco High Back Booster 02-442	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Evenflo Right Fit 245	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	19. Suppression tests with 6-year-old dummy (Part 572, Subpart N) in the following Forward, Middle, and Rearward seat track positions						
<input type="checkbox"/>	Sitting on seat with back against seat back (S22.2.2.1)						
<input type="checkbox"/>	Sitting on seat with back against reclined seat back (S22.2.2.2)						
<input type="checkbox"/>	Sitting on seat edge, spine vertical, hands by the child's side (S22.2.2.4)						
<input type="checkbox"/>	Sitting back in the seat and leaning on the right front passenger door (S24.2.3)						
<input type="checkbox"/>	20. Suppression tests with representative 6-year-old child in the following positions						
<input type="checkbox"/>	Sitting on seat with back against seat back (S22.2.2.1)						
<input type="checkbox"/>	Sitting on seat with back against reclined seat back (S22.2.2.2)						
<input type="checkbox"/>	Sitting on seat edge, spine vertical, hands by the child's side (S22.2.2.4)						
<input type="checkbox"/>	Sitting back in the seat and leaning on the right front passenger door (S24.2.3)						
<input checked="" type="checkbox"/>	21. Test of Reactivation of the Passenger Air Bag System with an Unbelted 5 th percentile female dummy (S20.3, 22.3, S24.3). Perform this test after the following suppression tests: After each restraint.						
<input type="checkbox"/>	22. Test of Reactivation of the passenger air bag system with a representative 5 th percentile female (S20.3, 22.3, S24.3). Perform this test after the following suppression tests:						
<input type="checkbox"/>	23. Low risk deployment test with 12-month-old dummy (Part 572, Subpart R) using the following indicated child restraints.						

Section B

<input type="checkbox"/>	Britax Handle with Care 191	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Century Assura 4553	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Century Avanta SE 41530	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Century Smart Fit 4543	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Cosco Arriva 02727	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Cosco Opus 35 02603	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Evenflo Discovery Adjust Right 212	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Evenflo First Choice 204	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Evenflo On My Way Position Right V 282	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Graco Infant 8457	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward

Section C

<input type="checkbox"/>	Britax Roundabout 161	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Century Encore 4612	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Century STE 1000 4416	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Cosco Olympian 02803	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Cosco Touriva 02519	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Evenflo Horizon V 425	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward
<input type="checkbox"/>	Evenflo Medallion 254	<input type="checkbox"/>	Full Rearward	<input type="checkbox"/>	Mid Position	<input type="checkbox"/>	Full Forward

	24.	Low risk deployment test with 3-year-old dummy (Part 572, Subpart P) in the following positions
		Position 1
		Position 2
X	25.	Low risk deployment test with 6-year-old dummy (Part 572, Subpart N) in the following positions
		Position 1
		Position 2
X	26.	Low risk deployment test with 5 th percentile female dummy (Part 572, Subpart O) in the following positions
		Position 1
		Position 2
X	27.	Impact Tests
		Frontal Oblique – Test Speed:
		Belted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.1(a))
		Unbelted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a)(1))
		Unbelted 50 th male dummy driver and passenger (32 to 40 kmph) (S5.1.2(a) (1) or S5.1.2(b))
	X	Frontal 0° - Test Speed: 39.9 kmph
		Belted 50 th male dummy driver (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a))
		Belted 50 th male dummy passenger (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a))
		Belted 5 th female dummy driver (0 to 48 kmph) (S16.1(a))
		Belted 5 th female dummy passenger (0 to 48 kmph) (S16.1(a))
		Belted 50 th male dummy driver and passenger (0 to 56 kmph) (S5.1.1.(b)(2))
		Unbelted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a) (1))
		Unbelted 50 th male dummy driver (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
		Unbelted 50 th male dummy passenger (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
		Unbelted 5 th female dummy driver (32 to 40 kmph) (S16.1(b))
		Unbelted 5 th female dummy passenger (32 to 40 kmph) (S16.1(b))
		40% Offset 0° Belted 5 th female dummy driver and passenger (0 to 40 kmph) (S18.1) – Test Speed:
	28.	Sled Test: Unbelted 50 th male dummy driver and passenger (S13)
	29.	FMVSS 204 Indicant Test
X	30.	FMVSS 212 Indicant Test
X	31.	FMVSS 219 Indicant Test
X	32.	FMVSS 301 Frontal Indicant Test

DATA SHEET 2
REPORT OF VEHICLE CONDITION

Test Vehicle: 2008 Mitsubishi Lancer
Test Program: FMVSS 208 Compliance

NHTSA No.: C85602
Test Dates: 4/11/08 -7/2/08

CONTRACT NO.: DTNH22-03-D-11002

Date: 7/9/08

FROM (Lab and rep name): MGA Research Corporation

TO: NHTSA, OVSC (NVS-220)

PURPOSE: (X) Initial Receipt () Received via Transfer (X) Present vehicle condition

MODEL YEAR/MAKE/MODEL/BODY STYLE: 2008 Mitsubishi Lancer Sedan

MANUFACTURE DATE: 10/07

NHTSA NO. C85602

GVWR: 1850 kg (4079 lbs)

BODY COLOR: Silver

GAWR (Fr): 1010 kg (2227 lbs)

VIN: JA3AU16U48U037399

GAWR (Rr): 910 kg (2007 lbs)

ODOMETER READINGS: ARRIVAL (miles): 144 DATE: 2/18/08

COMPLETION (miles): 146 DATE: 7/2/08

PURCHASE PRICE: (\$) 13,809

DEALER'S NAME: Porcaro Mitsubishi, 6107 Washington Ave., Racine, WI 53406

- A. All options listed on window sticker are present on the test vehicle:
X Yes No
- B. Tires and wheel rims are new and the same as listed: X Yes No
- C. There are no dents or other interior or exterior flaws: X Yes No
- D. The vehicle has been properly prepared and is in running condition:
X Yes No
- E. Keyless remote is available and working: X Yes No
- F. The glove box contains an owner's manual, warranty document, consumer information, and extra set of keys: X Yes No
- G. Proper fuel filler cap is supplied on the test vehicle: X Yes No
- H. Using permanent marker, identify vehicle with NHTSA number and FMVSS test type(s) on roof line above driver door or for school buses, place a placard with NHTSA number inside the windshield and to the exterior front and rear side of bus:
X Yes No
- I. Place vehicle in storage area: X Yes No
- J. Inspect the vehicle's interior and exterior, including all windows, seats, doors, etc. to confirm that each system is complete and functional per the manufacturer's specifications. Any damage, misadjustment, or other unusual condition that could influence the test program or test results shall be recorded. Report any abnormal condition to the NHTSA COTR before beginning any test:
X Vehicle OK Conditions reported below

REPORT OF VEHICLE CONDITION AT THE COMPLETION OF TESTING

LIST OF FMVSS TESTS PERFORMED BY THIS LAB: FMVSS 208, 212, 219, 301

VEHICLE: 2008 Mitsubishi Lancer NHTSA NO. C85602

REMARKS:

Equipment that is no longer on the test vehicle as noted on previous page:

Spare tire, jack, right rear taillight, trunk carpet and floor mats

Explanation for equipment removal:

Components removed for instrumentation installation and to meet target weight.

Test Vehicle Condition:

25 mph frontal impact damage- front suspension & structure damaged, hood & front quarter panels damaged, radiator damaged, air bags & pretensioners deployed, Stoddard in fuel system

RECORDED BY: Jeff Lewandowski DATE: 7/9/2008

APPROVED BY: David Winkelbauer DATE: 7/9/2008

#####

RELEASE OF TEST VEHICLE

The vehicle described above is released from MGA to be delivered to:

Date: Time: Odometer:

Lab Rep's Signature:

Title:

Carrier/Customer Rep:

Date:

DATA SHEET 3**CERTIFICATION LABEL AND TIRE PLACARD INFORMATION**

Test Vehicle: 2008 Mitsubishi Lancer
Test Program: FMVSS 208 Compliance
Test Technician: Jamie Aide

NHTSA No.: C85602
Test Date: 7/2/08

Certification Label	
Manufacturer:	Mitsubishi Motors Corporation
Date of Manufacture:	10/07
VIN:	JA3AU16U48U037399
Vehicle Certified As (Pass. Car/MPV/Truck/Bus):	Passenger Car
Front Axle GVWR:	1010 kg (2227 lbs)
Rear Axle GVWR:	910 kg (2007 lbs)
Total GVWR:	1850 kg (4079 lbs)

Tire Placard	
Not applicable, vehicle is not a passenger car and does not have a tire placard.	Passenger Car
This is not a passenger car, but all or part of this information is still contained on a vehicle label and is reported here.	Passenger Car
Vehicle Capacity Weight:	375 kg (827 lbs)
Designated Seating Capacity Front:	2
Designated Seating Capacity Rear:	3
Total Designated Seating Capacity:	5
Recommended Cold Tire Inflation Pressure Front:	220 kpa (32 psi)
Recommended Cold Tire Inflation Pressure Rear:	220 kpa (32 psi)
Recommended Tire Size:	P205/60 R16

Signature: 

Date: 7/2/08

DATA SHEET 4

REAR OUTBOARD SEATING POSITION SEAT BELTS

Test Vehicle: 2008 Mitsubishi Lancer
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: C85602
Test Date: 4/11/08

	Yes	No
Do all rear outboard seating positions have Type 2 seat belts?	X	

If NO, describe the seat belt installed, the seat location, and any other information about the seat that would explain why a Type 2 seat belt was not installed.

REMARKS:

Signature: Wayne Dahlke

Date: 4/11/08

DATA SHEET 5 **AIR BAG LABELS (S4.5.1)**

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C85602
 Test Date: 4/11/08

- | | | |
|-------------------------------------|-----|--|
| <input checked="" type="checkbox"/> | 1. | Air bag maintenance label and owner's manual instructions: (S4.5.1(a)) |
| <input checked="" type="checkbox"/> | 1.1 | Does the manufacturer recommend periodic maintenance or replacement of the air bag? |
| | | <input type="checkbox"/> Yes, go to 1.2 |
| | | <input checked="" type="checkbox"/> No – go to 2 |
| <input type="checkbox"/> | 1.2 | Does the vehicle have a label specifying air bag maintenance or replacement? |
| | | <input type="checkbox"/> Yes – Pass |
| | | <input type="checkbox"/> No – Fail |
| <input type="checkbox"/> | 1.3 | Does the label contain one of the following? |
| | | <input type="checkbox"/> Yes – Pass |
| | | <input type="checkbox"/> No – Fail |
| | | Check applicable schedule: |
| | | ___ Schedule on label specifies month and year (Record date_____) |
| | | ___ Schedule on label specified vehicle mileage (Record mileage_____) |
| | | ___ Schedule on label specifies interval measured from date on certification label (Record interval_____) |
| <input type="checkbox"/> | 1.4 | Is the label permanently affixed within the passenger compartment such that it cannot be removed without destroying or defacing the label or the sunvisor? (3/19/01 legal interpretation to Todd Mitchell) |
| | | <input type="checkbox"/> Yes – Pass |
| | | <input type="checkbox"/> No – Fail |
| <input type="checkbox"/> | 1.5 | Is the label lettered in English? |
| | | <input type="checkbox"/> Yes – Pass |
| | | <input type="checkbox"/> No – Fail |
| <input type="checkbox"/> | 1.6 | Is the label in block capitals and numerals? |
| | | <input type="checkbox"/> Yes – Pass |
| | | <input type="checkbox"/> No – Fail |
| <input type="checkbox"/> | 1.7 | Are the letters and numerals at least 3/32 inches high? |
| | | <input type="checkbox"/> Yes – Pass |
| | | <input type="checkbox"/> No – Fail |
| <input type="checkbox"/> | 1.8 | Does the owner's manual set forth the recommended schedule for maintenance or replacement? |
| <input checked="" type="checkbox"/> | 2. | Does the owner's manual: (S4.5.1(f)) |
| <input checked="" type="checkbox"/> | 2.1 | Include a description of the vehicle's air bag system in an easily understandable format? |
| | | <input checked="" type="checkbox"/> Yes – Pass |
| | | <input type="checkbox"/> No – Fail |
| <input checked="" type="checkbox"/> | 2.2 | Include a statement that the vehicle is equipped with an air bag and a lap/shoulder belt at the front outboard seating position? |
| | | <input checked="" type="checkbox"/> Yes – Pass |
| | | <input type="checkbox"/> No – Fail |

- ☒ 2.3 Include a statement that the air bag is a supplemental restraint at the front outboard seating position?
☒ Yes – Pass
☐ No – Fail
- ☒ 2.4 Emphasize that all occupants, including the driver, should always wear their seat belts whether or not an air bag is also provided at their seating positions to minimize the risk of severe injury or death in the event of a crash?
☒ Yes – Pass
☐ No – Fail
- ☒ 2.5 Provide any necessary precautions regarding the proper positioning of occupants, including children, at seating positions equipped with air bags to ensure maximum safety protection for those occupants?
☒ Yes – Pass
☐ No – Fail
- ☒ 2.6 Explain that no objects should be placed over or near the air bag on the steering wheel or on the instrument panel, because any such objects could cause harm if the vehicle is in a crash severe enough to cause the air bag to inflate?
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7 Is the vehicle certified to meet the requirements of S14.5, S15, S17, S19, S21, S23, and S25? (Obtain answer from COTR) (S4.5.1(f)(2))
☒ Yes – (Go to 2.7.1)
☐ No – (Go to 3.)
- ☒ 2.7.1 Explain the proper functioning of the advanced air bag system? (S4.5.1(f)(2))
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.2 Provide a summary of the actions that may affect the proper functioning of the system? (S4.5.1(f)(2))
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.3 Present and explain the main components of the advanced passenger air bag system? (S4.5.1(f)(2)(i))
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.4 Explain how the components function together as part of the advanced passenger air bag system? (S4.5.1(f)(2)(ii))
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.5 Contain the basic requirements for proper operation, including an explanation of the actions that may affect the proper functioning of the system? (S4.5.1(f)(2)(iii))
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.6 Is the vehicle certified to the requirements of S19.2, S21.2, or 23.2 (automatic suppression)?
☒ Yes, continue with 2.7.6
☐ No, go to 2.7.7
- ☒ 2.7.6.1 Contain a complete description of the passenger air bag suppression system installed in the vehicle, including a discussion of any suppression zone? (S4.5.1(f)(2)(iv))
☒ Yes – Pass
☐ No – Fail

<input checked="" type="checkbox"/>	2.7.6.2	Discuss the telltale light, specifying its location in the vehicle and explaining when the light is illuminated?
	<input checked="" type="checkbox"/>	Yes – Pass
	<input type="checkbox"/>	No – Fail
<input checked="" type="checkbox"/>	2.7.7	Explain the interaction of the advanced passenger air bag system with other vehicle components, such as seat belts, seats or other components? (S4.5.1(f)(2)(v))
	<input checked="" type="checkbox"/>	Yes – Pass
	<input type="checkbox"/>	No – Fail
<input checked="" type="checkbox"/>	2.7.8	Summarize the expected outcomes when child restraint systems, children and small teenagers or adults are both properly and improperly positioned in the passenger seat, including cautionary advice against improper placement of child restraint systems? (S4.5.1(f)(2)(vi))
	<input checked="" type="checkbox"/>	Yes – Pass
	<input type="checkbox"/>	No – Fail
<input checked="" type="checkbox"/>	2.7.9	Provide information on how to contact the vehicle manufacturer concerning modifications for persons with disabilities that may affect the advanced air bag system? (S4.5.1(f)(2)(vii))
	<input checked="" type="checkbox"/>	Yes – Pass
	<input type="checkbox"/>	No – Fail
<input checked="" type="checkbox"/>	3.	Sun Visor Air Bag Warning Label (S4.5.1(b)) Check only one of the following:
	<input type="checkbox"/>	The vehicle is not certified to meet the requirements of S19, S21, and S23 (Obtain answer from COTR) (S4.5.1(b)(1)) Go to 3.1 and skip 3.2
	<input checked="" type="checkbox"/>	The vehicle is certified to meet the requirements of S19, S21, and S23 on 9/1/03 or later. (Obtain answer from COTR) (S4.5.1(b)(3)) Go to 3.2 and skip 3.1
<input type="checkbox"/>	3.1	Vehicles not certified to meet the requirements of S19, S21, and S23.
<input type="checkbox"/>	3.1.1	Is the label permanently affixed (including permanent marking on the visor material or molding into the visor material) to either side of the sun visor at each front outboard seating position such that it cannot be removed without destroying or defacing the label or sun visor? (S4.5.1(b)(1)) (3/19/01 legal interpretation to Todd Mitchell)
	<input type="checkbox"/>	Driver Side, Yes – Pass
	<input type="checkbox"/>	Driver Side, No – Fail
	<input type="checkbox"/>	Passenger Side, Yes – Pass
	<input type="checkbox"/>	Passenger Side, No – Fail



3.1.2

Does the label conform in content to the label shown in either Figure 6A or 6B (Figure 6b is for vehicles with passenger air bag on-off switches), as appropriate, at each front outboard seating position? (S4.5.1(b)(1)) (Vehicles without back seats may omit the statement: "The back seat is the safest place for children." (S4.5.1(b)(1)(iv))

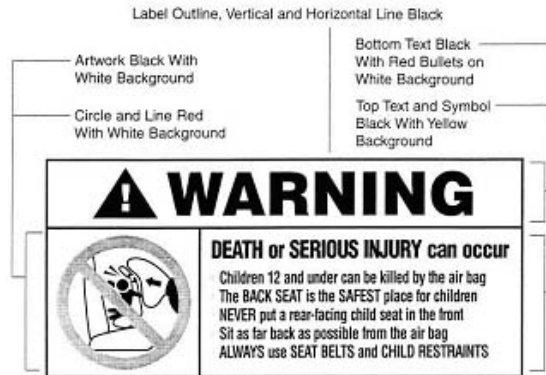


Figure 6a. Sun Visor Label Visible When Visor is in Down Position.



Figure 6b. Sun Visor Label Visible When Visor is in Down Position.



3.1.3

- ☐ Driver Side, Yes – Pass
- ☐ Driver Side, No – Fail
- ☐ Passenger Side, Yes – Pass
- ☐ Passenger Side, No – Fail

Is the label heading area yellow with the word "WARNING" and the alert symbol in black? (S4.5.1(b)(1)(i))



3.1.4

- ☐ Driver Side, Yes – Pass
- ☐ Driver Side, No – Fail
- ☐ Passenger Side, Yes – Pass
- ☐ Passenger Side, No – Fail

Is the message area white with black text? (S4.5.1(b)(1)(ii))

- ☐ Driver Side, Yes – Pass
- ☐ Driver Side, No – Fail
- ☐ Passenger Side, Yes – Pass
- ☐ Passenger Side, No – Fail

- ☐ 3.1.5 Is the message area at least 30 cm²? (S4.5.1(b)(1)(ii))
 The message area consists of the total label area minus the yellow heading area and the pictogram. The pictogram is enclosed on the left side and bottom by the edge of the label and on the top by line that borders the yellow heading area. The right side of the pictogram is defined by a vertical line midway between the rightmost edge of the pictogram and the left most edge of the text, including any bullets. (See 5/6/03 interpretation to Gerald Plante on behalf of Subaru)
 Driver Side: Length_____, Width_____
 Passenger Side: Length_____, Width_____
 Actual message area _____ cm²
☐ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☐ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☐ 3.1.6 Is the pictogram black with a red circle and slash on a white background? (S4.5.1(b)(2)(iii))
☐ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☐ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☐ 3.1.7 Is the pictogram at least 30 mm in diameter? (S4.5.1(b)(2)(iii))
 Actual diameter_____mm
☐ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☐ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☒ 3.2 Vehicles certified to meet the requirements of S19, S21, and S23 on 9/1/03 and later. (S4.5.1(b)(3))
- ☒ 3.2.1 Is the label permanently affixed (including permanent marking on the visor material or molding into the visor material) to either side of the sun visor at each front outboard seating position such that it cannot be removed without destroying or defacing the label or the sun visor? (S4.5.1(b)(3)) (3/19/01 legal interpretation to Todd Mitchell)
☒ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☒ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail

X

3.2.2

Does the label conform in content to the label shown in Figure 11 at each front outboard seating position? (S4.5.1(b)(2)) (Vehicles without back seats may omit the statement: "The back seat is the safest place for children." (S4.5.1(b)(3)(iv)) Vehicles without back seats or the back seat is too small to accommodate a rear-facing child restraint may omit the statement "Never put a rear-facing child seat in the front."(S4.5.1(b)(3)(v))



Figure 11. Sun Visor Label Visible when Visor is in Down Position.

X

Driver Side, Yes – Pass

Driver Side, No – Fail

X

Passenger Side, Yes – Pass

Passenger Side, No – Fail

X

3.2.3

Is the label heading area yellow with the word "WARNING" and the alert symbol in black? (S4.5.1(b)(3)(i))

X

Driver Side, Yes – Pass

Driver Side, No – Fail

X

Passenger Side, Yes – Pass

Passenger Side, No – Fail

X

3.2.4

Is the message area white with black text? (S4.5.1(b)(3)(ii))

X

Driver Side, Yes – Pass

Driver Side, No – Fail

X

Passenger Side, Yes – Pass

Passenger Side, No – Fail

<input checked="" type="checkbox"/>	3.2.5	<p>Is the message area at least 30 cm²? (S4.5.1(b)(3)(ii)) The message area consists of the total label area minus the yellow heading area and the pictogram. The pictogram is enclosed on the left side and bottom by the edge of the label. The top edge of the pictogram area is defined by a horizontal line midway between the uppermost edge of the pictogram and the lowermost edge of the text. The right side of the pictogram is defined by a vertical line midway between the rightmost edge of the pictogram and the left most edge of the text, including any bullets. (See 5/6/03 interpretation to Gerald Plante on behalf of Subaru)</p> <p>Driver Side: Length <u>9.6 cm</u>, Width <u>4.0 cm</u></p> <p>Passenger Side: Length <u>9.6 cm</u>, Width <u>4.0 cm</u></p> <p>Actual message area <u>38.4 cm²</u></p>
		<input checked="" type="checkbox"/> Driver Side, Yes – Pass
		<input type="checkbox"/> Driver Side, No – Fail
		<input checked="" type="checkbox"/> Passenger Side, Yes – Pass
		<input type="checkbox"/> Passenger Side, No – Fail
<input checked="" type="checkbox"/>	3.2.6	<p>Is the pictogram black on a white background? (S4.5.1(b)(3)(iii))</p>
		<input checked="" type="checkbox"/> Driver Side, Yes – Pass
		<input type="checkbox"/> Driver Side, No – Fail
		<input checked="" type="checkbox"/> Passenger Side, Yes – Pass
		<input type="checkbox"/> Passenger Side, No – Fail
<input checked="" type="checkbox"/>	3.2.7	<p>Is the pictogram at least 30 mm (1.2 inches) in length? (S4.5.1(b)(3)(iii))</p> <p>Driver Side: Length <u>34 mm</u></p> <p>Passenger Side: Length <u>34 mm</u></p>
		<input checked="" type="checkbox"/> Driver Side, Yes – Pass
		<input type="checkbox"/> Driver Side, No – Fail
		<input checked="" type="checkbox"/> Passenger Side, Yes – Pass
		<input type="checkbox"/> Passenger Side, No – Fail
<input checked="" type="checkbox"/>	3.3	<p>Is the same side of the sun visor that contains the air bag warning label free of other information with the exception of the air bag maintenance label and/or the rollover-warning label? (S4.5.1(b)(5)(i))</p>
		<input checked="" type="checkbox"/> Driver Side, Yes – Pass
		<input type="checkbox"/> Driver Side, No – Fail
		<input checked="" type="checkbox"/> Passenger Side, Yes – Pass
		<input type="checkbox"/> Passenger Side, No – Fail
<input checked="" type="checkbox"/>	3.4	<p>Is the sun visor free of other information about air bags or the need to wear seat belts with the exception of the air bag alert label and/or the rollover-warning label? (S4.5.1(b)(5)(ii))</p>
		<input checked="" type="checkbox"/> Driver Side, Yes – Pass
		<input type="checkbox"/> Driver Side, No – Fail
		<input checked="" type="checkbox"/> Passenger Side, Yes – Pass
		<input type="checkbox"/> Passenger Side, No – Fail

<div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 30px; height: 15px; text-align: center; line-height: 15px;">X</div>	3.5	Does the driver side visor contain a rollover-warning label on the same side of the visor as the air bag warning label?
		<div style="margin-left: 20px;">___ Yes, go to 3.5.1</div> <div style="margin-left: 20px;"><u>X</u> No, go to 4 (skipping 3.5.1 through 3.5.3)</div>
<div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 30px; height: 15px;"></div>	3.5.1	Are both the rollover-warning label and the air bag warning label surrounded by a continuous solid-lined border?
		<div style="margin-left: 20px;">___ Yes, go to 3.5.2 and skip 3.5.3</div> <div style="margin-left: 20px;">___ No, go to 3.5.3 and skip 3.5.2</div>
<div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 30px; height: 15px;"></div>	3.5.2	Is the shortest distance from the border of the rollover label to the border of the air bag warning label at least 1 cm? (575.105 (d)(1)(iv)(B))
		<div style="margin-left: 20px;">_____ actual distance</div>
<div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 30px; height: 15px;"></div>	3.5.3	Is the shortest distance from any of the lettering or graphics on the rollover-warning label to any of the lettering or graphics of the air bag warning label at least 3 cm? (575.105 (d)(1)(iv)(A))
		<div style="margin-left: 20px;">_____ actual distance</div> <div style="margin-left: 20px;">___ Yes-Pass ___ No-FAIL</div>
<div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 30px; height: 15px; text-align: center; line-height: 15px;">X</div>	4.	Air Bag Alert Label (S4.5.1(c) (A "Rollover Warning Label" or "Rollover Alert Label" may be on the same side of the driver's sun visor as the "Air Bag Alert Label." 575.105(d))
<div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 30px; height: 15px; text-align: center; line-height: 15px;">X</div>	4.1	Is the sun visor warning label visible when the sun visor is in the stowed position?
		<div style="margin-left: 20px;"><div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 20px; height: 15px; text-align: center; line-height: 15px;">X</div> If yes for driver and passenger, go to 5.</div> <div style="margin-left: 20px;"><div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 20px; height: 15px; text-align: center; line-height: 15px;">X</div> Driver Side, Yes</div> <div style="margin-left: 20px;"><div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 20px; height: 15px;"></div> Driver Side, No</div> <div style="margin-left: 20px;"><div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 20px; height: 15px; text-align: center; line-height: 15px;">X</div> Passenger Side, Yes</div> <div style="margin-left: 20px;"><div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 20px; height: 15px;"></div> Passenger Side, No</div>
<div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 30px; height: 15px;"></div>	4.2	Is the air bag alert label permanently affixed (including permanent marking on the visor material or molding into the visor material) to the sun visor at each front outboard seating position such that it cannot be removed without destroying or defacing the label or the sun visor? (S4.5.1(c)) (3/19/01 legal interpretation to Todd Mitchell)
		<div style="margin-left: 20px;"><div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 20px; height: 15px;"></div> Driver Side, Yes – Pass</div> <div style="margin-left: 20px;"><div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 20px; height: 15px;"></div> Driver Side, No – Fail</div> <div style="margin-left: 20px;"><div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 20px; height: 15px;"></div> Passenger Side, Yes – Pass</div> <div style="margin-left: 20px;"><div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 20px; height: 15px;"></div> Passenger Side, No – Fail</div>
<div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 30px; height: 15px;"></div>	4.3	Is the air bag alert label visible when the visor is in the stowed position? (S4.5.1(c))
		<div style="margin-left: 20px;"><div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 20px; height: 15px;"></div> Driver Side, Yes – Pass</div> <div style="margin-left: 20px;"><div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 20px; height: 15px;"></div> Driver Side, No – Fail</div> <div style="margin-left: 20px;"><div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 20px; height: 15px;"></div> Passenger Side, Yes – Pass</div> <div style="margin-left: 20px;"><div style="background-color: yellow; border: 1px solid black; display: inline-block; width: 20px; height: 15px;"></div> Passenger Side, No – Fail</div>



4.4 Does the label conform in content to the label shown in Figure 6C? (S4.5.1(c))

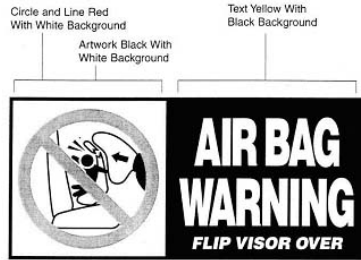


Figure 6c. Sun Visor Label Visible When Visor is in Up Position.

☐
☐
☐
☐

Driver Side, Yes – Pass
 Driver Side, No – Fail
 Passenger Side, Yes – Pass
 Passenger Side, No – Fail



4.5 Is the message area black with yellow text? (S4.5.1(c)(1))

☐
☐
☐
☐

Driver Side, Yes – Pass
 Driver Side, No – Fail
 Passenger Side, Yes – Pass
 Passenger Side, No – Fail



4.6 Is the message area at least 20 cm²? (S4.5.1(c)(1)) The message area consists of the black part of the label.

Driver Side: Length cm, Width cm
 Passenger Side: Length cm, Width cm
 Actual message area cm²

☐
☐
☐
☐

Driver Side, Yes – Pass
 Driver Side, No – Fail
 Passenger Side, Yes – Pass
 Passenger Side, No – Fail



4.7 Is the pictogram black with a red circle and slash on a white background? (S4.5.1(c)(2))

☐
☐
☐
☐

Driver Side, Yes – Pass
 Driver Side, No – Fail
 Passenger Side, Yes – Pass
 Passenger Side, No – Fail



4.8 Is the pictogram at least 20 mm in diameter? (S4.5.1(c)(2))

Driver Side: Diameter mm
 Passenger Side: Diameter mm

☐
☐
☐
☐

Driver Side, Yes – Pass
 Driver Side, No – Fail
 Passenger Side, Yes – Pass
 Passenger Side, No – Fail

- ☒ 5. Label on the Dashboard
- ☒ 5.1 Is the vehicle certified to meet the requirements of S19, S21, and S23? (Obtain answer from COTR) (S4.5.1(e)(3))
- ☒ Yes, go to 5.1.1 and skip 5.2
- ☐ No, go to 5.2, skipping 5.1.1 through 5.1.6
- ☒ 5.1.1 Does the vehicle have a label on the dash or steering wheel hub? (S4.5.1(e)(3))
- ☒ Yes – Pass
- ☐ No – Fail
- ☒ 5.1.2 Is the label clearly visible from all front seating positions? (S4.5.1(e)(3))
- ☒ Yes – Pass
- ☐ No – Fail
- ☒ 5.1.3 Does the label conform in content to the label shown in Figure 12? (S4.5.1(e)(3))
Vehicles without back seats may omit the statement: "The back seat is the safest place for children." Vehicles without back seats or too small to accommodate a rear-facing child restraint consistent with S4.5.4.1 as determined in DATA SHEET 7 may omit the statement "Never put a rear-facing child seat in the front." (S4.5.1(e)(3)(iii)))
- ☒ Yes – Pass
- ☐ No – Fail

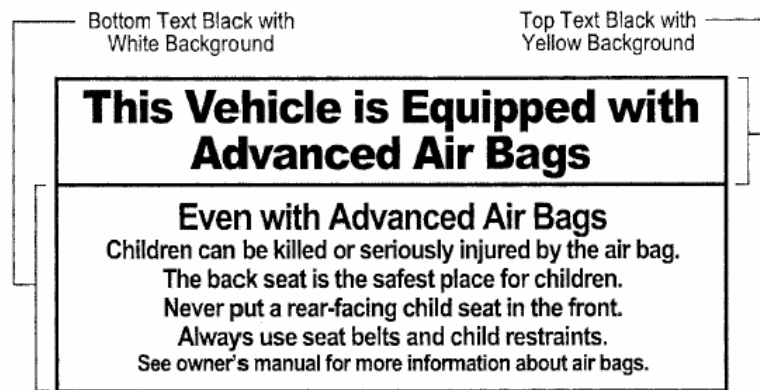


Figure 12. Removable Label on Dash.

- ☒ 5.1.4 Is the heading area yellow with black text? (S4.5.1(e)(3)(i))
- ☒ Yes – Pass
- ☐ No – Fail
- ☒ 5.1.5 Is the message white with black text? (S4.5.1(e)(3)(ii))
- ☒ Yes – Pass
- ☐ No – Fail

☒ 5.1.6 Is the message area at least 30 cm²? (S4.5.1(e)(3)(ii)) The message area consists of the total label area minus the yellow heading area. (See 5/6/03 interpretation to Gerald Plante on behalf of Subaru)
Length: 10.0 cm, Width: 5.0 cm
Actual message area 50.0 cm²

☒ Yes – Pass
☐ No – Fail

☐ 5.2 Does the vehicle have a label on the dash or steering wheel hub? (S4.5.1(e)(1))

☐ Yes – Pass
☐ No – Fail

☐ 5.2.1 Is the label clearly visible from all front seating positions? (S4.5.1(e)(1))

☐ Yes – Pass
☐ No – Fail

☐ 5.2.2 Does the label conform in content to the label shown in Figure 7? (S4.5.1(e)(1)(iii))
Vehicles without back seats may omit the statement: "The back seat is the safest place for children." (S4.5.1(e)(1)(iii))

☐ Yes – Pass
☐ No – Fail

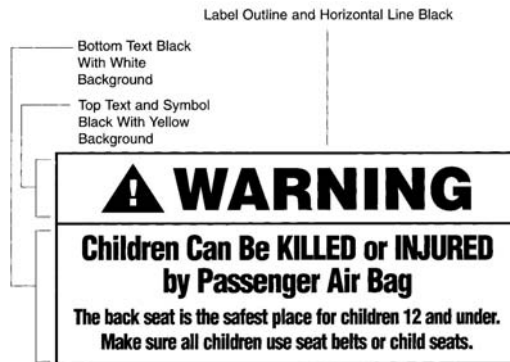


Figure 7. Removable Label on Dash.

☐ 5.2.3 Is the heading area yellow with the word "WARNING" and the alert symbol in black? (S4.5.1(e)(1)(i))

☐ Yes – Pass
☐ No – Fail

☐ 5.2.4 Is the message white with black text? (S4.5.1(e)(1)(ii))

☐ Yes – Pass
☐ No – Fail

☐ 5.2.5 Is the message area at least 30 cm²? (S4.5.1(e)(1)(ii)) The message area consists of the total label area minus the yellow heading area. (See 5/6/03 interpretation to Gerald Plante on behalf of Subaru)

Length _____, Width _____
Actual message area _____ cm²

☐ Yes – Pass
☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 4/11/08

DATA SHEET 6
FMVSS 208 READINESS INDICATOR (S4.5.2)

Test Vehicle: 2008 Mitsubishi Lancer
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: C85602
Test Date: 4/11/08

An occupant restraint system that deploys in the event of a crash shall have a monitoring system with a readiness indicator. A totally mechanical system is exempt from this requirement. (11/8/94 legal interpretation to Lawrence F. Hennegerger on behalf of Breed)

- ☒ 1. Is the system totally mechanical? If Yes, this data sheet is complete.
☐ Yes
☒ No
- ☒ 2. Describe the location of the readiness indicator: *Upper Right of Center*
- ☒ 3. Is the readiness indicator clearly visible to the driver?
☒ Yes – Pass
☐ No – Fail
- ☒ 4. Is a list of the elements in the occupant restraint system, being monitored by the readiness indicator, provided on a label or in the owner's manual?
☒ Yes – Pass
☐ No – Fail
- ☒ 5. Does the vehicle have an on-off switch for the passenger air bag?
☐ If Yes, go to 6
☒ If No, this form is complete.
- ☐ 6. Is the air bag readiness indicator off when the passenger air bag switch is in the off position?
☐ Yes – Pass
☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Dahlke

Date: 4/11/08

DATA SHEET 7

PASSENGER AIR BAG MANUAL CUT-OFF DEVICE (S4.5.4)

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C85602
 Test Date: 4/11/08

<input checked="" type="checkbox"/>	1.	Is the vehicle equipped with an on-off switch that deactivates the air bag installed at the right front outboard seating position?
		<input type="checkbox"/> Yes, go to 2
		<input checked="" type="checkbox"/> No, this sheet is complete
<input type="checkbox"/>	2.	Does the vehicle have any forward-facing rear designated seating positions? (S4.5.4.1(a))
		<input type="checkbox"/> Yes, go to 3
		<input type="checkbox"/> No, go to 4
<input type="checkbox"/>	3.	Verification there is room for a child restraint in the rear seat behind the driver's seat. (S4.5.4.1(b))
<input type="checkbox"/>	3.1	Using all the controls that affect the fore-aft movement of the seat, move the seat to the rearmost position. Mark this position.
		<input type="checkbox"/> N/A, the seat does not have fore-aft adjustment
<input type="checkbox"/>	3.2	Using all the controls that affect the fore-aft movement of the seat, move the seat to the foremost position. Mark this position.
		<input type="checkbox"/> N/A, the seat does not have fore-aft adjustment
<input type="checkbox"/>	3.3	Move the seat to the middle of the foremost and rearmost positions. (S8.1.2)
		<input type="checkbox"/> N/A, the seat does not have a fore-aft adjustment
<input type="checkbox"/>	3.4	If the driver's seat height is adjustable, use all the controls that affect height to put it in the lowest position while maintaining the middle fore-aft position. (S8.1.2)
		<input type="checkbox"/> N/A, No seat height adjustment
<input type="checkbox"/>	3.5	Position the driver's seat adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
		<input type="checkbox"/> N/A, No lumbar adjustment
<input type="checkbox"/>	3.6	The driver's seat back angle, if adjustable, is set at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. (S4.5.4.1(b) and S8.1.3)
		<input type="checkbox"/> N/A, No seat back angle adjustment
		<input type="checkbox"/> Manufacturer's design driver's seat back angle _____
		<input type="checkbox"/> Tested driver's seat back angle _____
<input type="checkbox"/>	3.7	Is the driver seat a bucket seat?
<input type="checkbox"/>		___ Yes, go to 3.7.1 and skip 3.7.2.
<input type="checkbox"/>		___ No, go to 3.7.2 and skip 3.7.1.
<input type="checkbox"/>	3.7.1	Bucket seats:
<input type="checkbox"/>	3.7.1.1	Locate and mark a vertical Plane B through the longitudinal centerline of the driver's seat cushion. The longitudinal centerline of a bucket seat cushion is determined at SgRP. (S16.3.1.10) (S4.5.4.1(b)(1))

<input type="checkbox"/>	3.7.1.2	Locate the longitudinal horizontal line in plane B that is tangent to the highest point of the rear seat cushion behind the driver's seat. Measure along this line from the front of the seat back of the rear seat to the rear of the seat back of the driver's seat. _____ mm distance ___less than 720 mm – Pass ___more than 720 mm – FAIL Go to 4
<input type="checkbox"/>	3.2	Bench seats (including split bench seats):
<input type="checkbox"/>	3.7.2.1	Locate and mark a vertical Plane B through the center of the steering wheel parallel to the vehicle longitudinal centerline. (S4.5.4.1(b)(2))
<input type="checkbox"/>	3.7.2.2	Locate the longitudinal horizontal line in plane B that is tangent to the highest point of the rear seat cushion. Measure along this line from the front of the seat back of the rear seat to the rear of the seat back of the front seat. _____ mm distance ___less than 720 mm – Pass ___more than 720 mm – FAIL Go to 4
<input type="checkbox"/>	4.	Does the device turn the air bag on and off using the vehicle's ignition key? (S4.5.4.2) <input type="checkbox"/> Yes – Pass <input type="checkbox"/> No – Fail
<input type="checkbox"/>	5.	Is the on-off device separate from the ignition switch? (S4.5.4.2) <input type="checkbox"/> Yes – Pass <input type="checkbox"/> No – Fail
<input type="checkbox"/>	6.	Is there a telltale light that comes on when the passenger air bag is turned off? (S4.5.4.2) <input type="checkbox"/> Yes – Pass <input type="checkbox"/> No – Fail
<input type="checkbox"/>	7.	Telltale light (S4.5.4.3)
<input type="checkbox"/>	7.1	Is the light yellow? S4.5.4.3(a) <input type="checkbox"/> Yes – Pass <input type="checkbox"/> No – Fail
<input type="checkbox"/>	7.2	Are the words "PASSENGER AIR BAG OFF" or "PASS AIR BAG OFF" (S4.5.4.3(b))
<input type="checkbox"/>	7.2.1	on the telltale? <input type="checkbox"/> Yes – Pass, go to 7.3 <input type="checkbox"/> No – go to 7.2.2
<input type="checkbox"/>	7.2.2	within 25 mm of the telltale? Measurement from the edge of the telltale light (mm): <input type="checkbox"/> Yes – Pass <input type="checkbox"/> No – Fail
<input type="checkbox"/>	7.3	Does the telltale remain illuminated while the air bag is turned off? (S4.5.4.3c) (Leave the air bag off for 5 minutes.) <input type="checkbox"/> Yes – Pass <input type="checkbox"/> No – Fail

<input type="checkbox"/>	7.4	Is the telltale illuminated while the air bag is turned on? (S4.5.4.3(d))
	<input type="checkbox"/>	Yes – Fail
	<input type="checkbox"/>	No – Pass
<input type="checkbox"/>	7.5	Is the telltale combined with the air bag readiness indicator? (S4.5.4.3(e))
	<input type="checkbox"/>	Yes – Fail
	<input type="checkbox"/>	No – Pass
<input type="checkbox"/>	8.	Owner's Manual
<input type="checkbox"/>	8.1	Does the owner's manual contain complete instructions on the operation of the on-off switch? (S4.5.4.4(a))
	<input type="checkbox"/>	Yes – Pass
	<input type="checkbox"/>	No – Fail
<input type="checkbox"/>	8.2	Does the owner's manual contain a statement that the on-off switch should only be used when a member of one of the following risk groups is occupying the right front passenger seating position? (S4.5.4.4(b))
	Infants:	there is no back seat
		the rear seat is too small to accommodate a child restraint
		there is a medical condition that must be monitored constantly
	Children	there is no back seat
	aged	space is not always available in the rear seat
	1 to 12:	there is a medical condition that must be monitored constantly
	Medical	medical risk causes special risk for passenger
	condition:	greater risk for harm than with the air bag on
	<input type="checkbox"/>	Yes – Pass
	<input type="checkbox"/>	No – Fail
<input type="checkbox"/>	8.3	Does the owner's manual contain a warning about the safety consequences of using the on-off switch at other times?
	<input type="checkbox"/>	Yes – Pass
	<input type="checkbox"/>	No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 4/11/08

DATA SHEET 8

LAP BELT LOCKABILITY

**Passenger cars, trucks, buses, and multipurpose passenger
Vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)**

Test Vehicle: 2008 Mitsubishi Lancer
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: C85602
Test Date: 4/11/08

Complete one of these forms for **each** designated seating position that can be adjusted to forward-facing or that is a forward-facing seat, other than the driver's seat (S7.1.1.5(a), **and** that has seat belt retractors that are not solely automatic locking retractors. (S7.1.1.5(c))

DESIGNATED SEATING POSITION:	Front Passenger
------------------------------	-----------------

<input type="checkbox"/>		N/A – no retractor is at this position
<input type="checkbox"/>		N/A – the retractor is an automatic locking retractor ONLY
<input checked="" type="checkbox"/>	1.	Record test fore-aft seat position: REAR (S7.1.1.5(c)(1)) (Any position is acceptable)
<input checked="" type="checkbox"/>	2.	Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5 (a))
		<input checked="" type="checkbox"/> Yes – Pass
		<input type="checkbox"/> No – Fail
<input checked="" type="checkbox"/>	3.	Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5 (a))
		<input checked="" type="checkbox"/> Yes – Pass
		<input type="checkbox"/> No – Fail
<input checked="" type="checkbox"/>	4.	Place any adjustable seat belt anchorage in the lowest adjustment position.
		<input type="checkbox"/> N/A The anchorage is not adjustable.
<input checked="" type="checkbox"/>	5.	Buckle the seat belt. (S7.1.1.5(c)(1))
<input checked="" type="checkbox"/>	6.	Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))
<input checked="" type="checkbox"/>	7.	Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
<input checked="" type="checkbox"/>	8.	Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?
		<input checked="" type="checkbox"/> Yes, go to 8.1
		<input type="checkbox"/> No, go to 9
<input checked="" type="checkbox"/>	8.1	Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b))
		<input checked="" type="checkbox"/> Yes – Pass
		<input type="checkbox"/> No – Fail

- | | |
|--|--|
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; height: 20px; margin-bottom: 5px;">X</div> | <p>9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; height: 20px; margin-bottom: 5px;">X</div> | <p>10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; height: 20px; margin-bottom: 5px;">X</div> | <p>Measured distance between A and B (inches): <u>77 inches</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; height: 20px; margin-bottom: 5px;">X</div> | <p>11. Readjust the belt system so that the webbing between points A and B is at 1/2 the maximum length of the webbing. (S7.1.1.5(c)(3))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; height: 20px; margin-bottom: 5px;">X</div> | <p>12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; height: 20px; margin-bottom: 5px;">X</div> | <p>Measured force application angle (Spec. 5-15 degrees): <u>12°</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; height: 20px; margin-bottom: 5px;">X</div> | <p>13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; height: 20px; margin-bottom: 5px;">X</div> | <p>Measured distance between A and B (inches): <u>39 ¼ inches</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; height: 20px; margin-bottom: 5px;">X</div> | <p>14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; height: 20px; margin-bottom: 5px;">X</div> | <p>Record onset rate (lb/sec) (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5)): <u>15 lbs./sec</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; height: 20px; margin-bottom: 5px;">X</div> | <p>Measured distance between A and B (inches) (S7.1.1.5(c)(6)): <u>40 inches</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; height: 20px; margin-bottom: 5px;">X</div> | <p>15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; height: 20px; margin-bottom: 5px;">X</div> | <p>16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))</p> |
| | <p>Measured force application angle: <u>12°</u> (spec. 5 - 15 degrees)</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; height: 20px; margin-bottom: 5px;">X</div> | <p>17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))</p> |
| | <p>Measured distance between A and B: <u>25 ¼ inches</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; height: 20px; margin-bottom: 5px;">X</div> | <p>18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))</p> |
| | <p>Record onset rate: <u>15 lb/sec</u> (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))</p> |
| | <p>Measured distance between A and B: <u>25 ¾ inches</u> (S7.1.1.5(c)(6))</p> |

- ☒ 19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both?
(S7.1.1.5(c)(7))
 $14-13 = 40 - 39 \frac{1}{4} = \frac{3}{4}$ inch
 $18-17 = 25 \frac{3}{4} - 25 \frac{1}{4} = \frac{1}{2}$ inch
- ☒ Yes – Pass
☐ No – Fail
- ☒ 20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both?
(S7.1.1.5(c)(8))
 $10-14 = 77 - 40 = 37$ inches
 $10-18 = 77 - 25 \frac{3}{4} = 51 \frac{1}{4}$ inches
- ☒ Yes – Pass
☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Gahlh

Date: 4/11/08

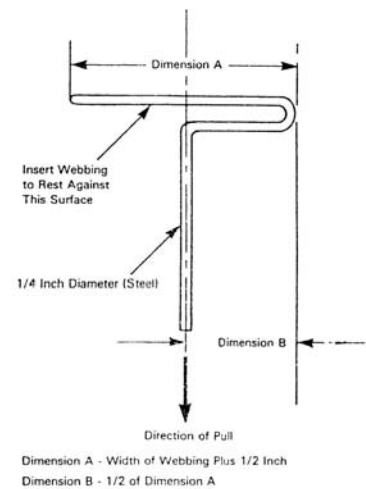


Figure 5. - Webbing Tension Pull Device

DATA SHEET 8

LAP BELT LOCKABILITY

**Passenger cars, trucks, buses, and multipurpose passenger
Vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)**

Test Vehicle: 2008 Mitsubishi Lancer
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: C85602
Test Date: 4/11/08

Complete one of these forms for **each** designated seating position that can be adjusted to forward-facing or that is a forward-facing seat, other than the driver's seat (S7.1.1.5(a), **and** that has seat belt retractors that are not solely automatic locking retractors. (S7.1.1.5(c))

DESIGNATED SEATING POSITION:	Left Rear Passenger
------------------------------	---------------------

<input type="checkbox"/>		N/A – no retractor is at this position	
<input type="checkbox"/>		N/A – the retractor is an automatic locking retractor ONLY	
<input checked="" type="checkbox"/>	1.	Record test fore-aft seat position: (S7.1.1.5(c)(1)) (Any position is acceptable) FIXED	
<input checked="" type="checkbox"/>	2.	Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5 (a))	
		<input checked="" type="checkbox"/> Yes – Pass	
		<input type="checkbox"/> No – Fail	
<input checked="" type="checkbox"/>	3.	Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5 (a))	
		<input checked="" type="checkbox"/> Yes – Pass	
		<input type="checkbox"/> No – Fail	
<input checked="" type="checkbox"/>	4.	Place any adjustable seat belt anchorage in the lowest adjustment position.	
		<input checked="" type="checkbox"/> N/A The anchorage is not adjustable.	
<input checked="" type="checkbox"/>	5.	Buckle the seat belt. (S7.1.1.5(c)(1))	
<input checked="" type="checkbox"/>	6.	Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))	
<input checked="" type="checkbox"/>	7.	Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))	
<input checked="" type="checkbox"/>	8.	Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?	
		<input checked="" type="checkbox"/> Yes, go to 8.1	
		<input type="checkbox"/> No, go to 9.	
<input checked="" type="checkbox"/>	8.1	Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b))	
		<input checked="" type="checkbox"/> Yes – Pass	
		<input type="checkbox"/> No – Fail	

- | | |
|--|--|
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Measured distance between A and B (inches): <u>68 ¼ inches</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>11. Readjust the belt system so that the webbing between points A and B is at 1/2 the maximum length of the webbing. (S7.1.1.5(c)(3))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Measured force application angle (Spec. 5-15 degrees): <u>11°</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Measured distance between A and B (inches): <u>32 inches</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Record onset rate (lb/sec) (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5)): <u>15 lbs/sec</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Measured distance between A and B (inches) (S7.1.1.5(c)(6)): <u>32 ¼ inches</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Measured force application angle: <u>12°</u> (spec. 5 - 15 degrees)</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Measured distance between A and B: <u>11 ½ inches</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))</p> |
| | <p>Record onset rate: <u>15 lbs/sec</u> (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))</p> |
| | <p>Measured distance between A and B: <u>13 inches</u> (S7.1.1.5(c)(6))</p> |

- ☒ 19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both?
(S7.1.1.5(c)(7))
☒ $14-13 = 32 \frac{1}{4} - 32 = \frac{1}{4} \text{ inch}$
☒ $18-17 = 13 - 11 \frac{1}{2} = 1 \frac{1}{2} \text{ inches}$
☒ Yes – Pass
☐ No – Fail
- ☒ 20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both?
(S7.1.1.5(c)(8))
☒ $10-14 = 68 \frac{1}{4} - 32 \frac{1}{4} = 36 \text{ inches}$
☒ $10-18 = 68 \frac{1}{4} - 13 = 55 \frac{1}{4} \text{ inches}$
☒ Yes – Pass
☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Gahl

Date: 4/11/08

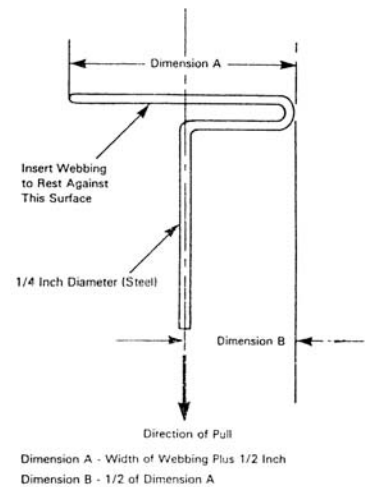


Figure 5. - Webbing Tension Pull Device

DATA SHEET 8

LAP BELT LOCKABILITY

**Passenger cars, trucks, buses, and multipurpose passenger
Vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)**

Test Vehicle: 2008 Mitsubishi Lancer
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: C85602
Test Date: 4/11/08

Complete one of these forms for **each** designated seating position that can be adjusted to forward-facing or that is a forward-facing seat, other than the driver's seat (S7.1.1.5(a), **and** that has seat belt retractors that are not solely automatic locking retractors. (S7.1.1.5(c))

DESIGNATED SEATING POSITION:	Center Rear Passenger
------------------------------	-----------------------

<input type="checkbox"/>		N/A – no retractor is at this position	
<input type="checkbox"/>		N/A – the retractor is an automatic locking retractor ONLY	
<input checked="" type="checkbox"/>	1.	Record test fore-aft seat position: FIXED (S7.1.1.5(c)(1)) (Any position is acceptable)	
<input checked="" type="checkbox"/>	2.	Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5 (a))	
		<input checked="" type="checkbox"/> Yes – Pass	
		<input type="checkbox"/> No – Fail	
<input checked="" type="checkbox"/>	3.	Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5 (a))	
		<input checked="" type="checkbox"/> Yes – Pass	
		<input type="checkbox"/> No – Fail	
<input checked="" type="checkbox"/>	4.	Place any adjustable seat belt anchorage in the lowest adjustment position.	
		<input checked="" type="checkbox"/> N/A The anchorage is not adjustable.	
<input checked="" type="checkbox"/>	5.	Buckle the seat belt. (S7.1.1.5(c)(1))	
<input checked="" type="checkbox"/>	6.	Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))	
<input checked="" type="checkbox"/>	7.	Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))	
<input checked="" type="checkbox"/>	8.	Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?	
		<input checked="" type="checkbox"/> Yes, go to 8.1	
		<input type="checkbox"/> No, go to 9	
<input checked="" type="checkbox"/>	8.1	Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b))	
		<input checked="" type="checkbox"/> Yes – Pass	
		<input type="checkbox"/> No – Fail	

- | | |
|--|--|
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Measured distance between A and B (inches): <u>68 ½ inches</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>11. Readjust the belt system so that the webbing between points A and B is at 1/2 the maximum length of the webbing. (S7.1.1.5(c)(3))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Measured force application angle (Spec. 5-15 degrees): <u>12°</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Measured distance between A and B (inches): <u>34 ¾ inches</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Record onset rate (lb/sec) (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5)): <u>15 lbs/sec</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Measured distance between A and B (inches) (S7.1.1.5(c)(6)): <u>34 ¾ inches</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Measured force application angle: <u>14°</u> (spec. 5 - 15 degrees)</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Measured distance between A and B: <u>11 inches</u></p> |

- ☐ 18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
Record onset rate: 15 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
Measured distance between A and B: 11 3/4 inches (S7.1.1.5(c)(6))
- ☒ 19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both?
(S7.1.1.5(c)(7))
14-13 = 34 3/4 - 34 3/4 = 0 inches
18-17 = 11 3/4 - 11 = 3/4 inch
- ☒ Yes – Pass
☐ No – Fail
- ☒ 20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both?
(S7.1.1.5(c)(8))
10-14 = 68 1/2 - 34 3/4 = 33 3/4 inches
10-18 = 68 1/2 - 11 3/4 = 56 3/4 inches
- ☒ Yes – Pass
☐ No – Fail

I certify that I have read and performed each instruction.

Signature: Wayne Gahlh

Date: 4/11/08

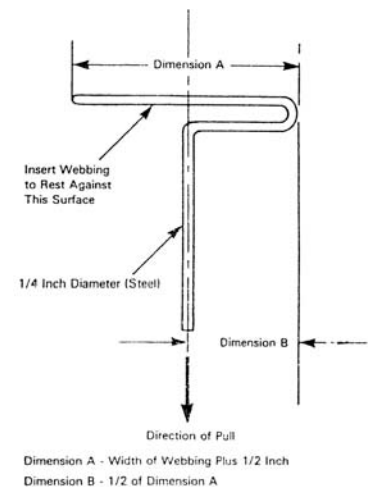


Figure 5. - Webbing Tension Pull Device

DATA SHEET 8

LAP BELT LOCKABILITY

**Passenger cars, trucks, buses, and multipurpose passenger
Vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)**

Test Vehicle: 2008 Mitsubishi Lancer
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: C85602
Test Date: 4/11/08

Complete one of these forms for **each** designated seating position that can be adjusted to forward-facing or that is a forward-facing seat, other than the driver's seat (S7.1.1.5(a), **and** that has seat belt retractors that are not solely automatic locking retractors. (S7.1.1.5(c))

DESIGNATED SEATING POSITION:	Right Rear Passenger
------------------------------	----------------------

<input type="checkbox"/>		N/A – no retractor is at this position	
<input type="checkbox"/>		N/A – the retractor is an automatic locking retractor ONLY	
<input checked="" type="checkbox"/>	1.	Record test fore-aft seat position: FIXED (S7.1.1.5(c)(1)) (Any position is acceptable)	
<input checked="" type="checkbox"/>	2.	Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5 (a))	
		<input checked="" type="checkbox"/> Yes – Pass	
		<input type="checkbox"/> No – Fail	
<input checked="" type="checkbox"/>	3.	Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5 (a))	
		<input checked="" type="checkbox"/> Yes – Pass	
		<input type="checkbox"/> No – Fail	
<input checked="" type="checkbox"/>	4.	Place any adjustable seat belt anchorage in the lowest adjustment position.	
		<input checked="" type="checkbox"/> N/A The anchorage is not adjustable.	
<input checked="" type="checkbox"/>	5.	Buckle the seat belt. (S7.1.1.5(c)(1))	
<input checked="" type="checkbox"/>	6.	Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))	
<input checked="" type="checkbox"/>	7.	Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))	
<input checked="" type="checkbox"/>	8.	Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?	
		<input checked="" type="checkbox"/> Yes, go to 8.1	
		<input type="checkbox"/> No, go to 9	
<input checked="" type="checkbox"/>	8.1	Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b))	
		<input checked="" type="checkbox"/> Yes – Pass	
		<input type="checkbox"/> No – Fail	

- ☒ 9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1))
- ☒ 10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
Measured distance between A and B (inches): 67 ¾ inches
- ☒ 11. Readjust the belt system so that the webbing between points A and B is at 1/2 the maximum length of the webbing. (S7.1.1.5(c)(3))
- ☒ 12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
Measured force application angle (Spec. 5-15 degrees): 12°
- ☒ 13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
Measured distance between A and B (inches): 31 inches
- ☒ 14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
Record onset rate (lb/sec) (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5)): 15 lbs/sec
Measured distance between A and B (inches) (S7.1.1.5(c)(6)): 31 ¼ inches
- ☒ 15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled
- ☒ 16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
Measured force application angle: 12° (spec. 5 - 15 degrees)
- ☒ 17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
Measured distance between A and B: 12 inches
- ☒ 18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
Record onset rate: 15 lbs/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
Measured distance between A and B: 13 inches (S7.1.1.5(c)(6))

- ☒ 19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both?
(S7.1.1.5(c)(7))
☒ $14-13 = 31 \frac{1}{4} - 31 = \frac{1}{4} \text{ inch}$
☒ $18-17 = 13 - 12 = 1 \text{ inch}$
☒ Yes – Pass
☐ No – Fail
- ☒ 20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both?
(S7.1.1.5(c)(8))
☒ $10-14 = 67 \frac{3}{4} - 31 \frac{1}{4} = 36 \frac{1}{2} \text{ inches}$
☒ $10-18 = 67 \frac{3}{4} - 13 = 54 \frac{3}{4} \text{ inches}$
☒ Yes – Pass
☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Gahlh

Date: 4/11/08

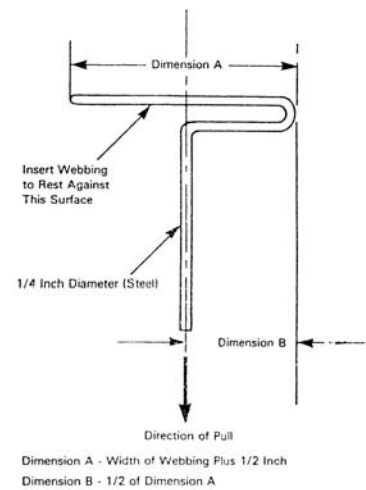


Figure 5. - Webbing Tension Pull Device

DATA SHEET 9

FMVSS 208 SEAT BELT WARNING SYSTEM CHECK (S7.3)


Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C85602
 Test Date: 4/11/08

- | | | |
|---|-----|---|
| X | 1. | The occupant is in the driver's seat. |
| X | 2. | The seat belt is in the stowed position. |
| X | 3. | The key is in the "on" or "start" position. |
| X | 4. | The time duration of the audible signal beginning with key "on" or "start" is |
| X | | Seconds: 6 |
| X | 5. | The occupant is in the driver's seat. |
| X | 6. | The seat belt is in the stowed position. |
| X | 7. | The key is in the "on" or "start" position. |
| X | 8. | The time duration of the warning light beginning with key "on" or "start" is |
| X | | Seconds: Stays On |
| X | 9. | The occupant is in the driver's seat. |
| X | 10. | The seat belt is in the latched position and with at least 4 inches of belt webbing extended. |
| X | 11. | The key is in the "on" or "start" position. |
| X | 12. | The time duration of the warning light beginning with key "on" or "start" is |
| X | | Seconds: 0 |
| X | 13. | Complete the following table with the data from 4, 8, and 12 to determine which option is used. |

		Warning light	Warning light specification	Audible signal	Audible signal specification*
S7.3 (a)(1)	Belt stowed & key on or start	Item 8: Stays On	60 seconds minimum	Item 4: 6	4 to 8 seconds
S7.3 (a)(2)	Belt latched & key on or start	Item 12: 0	4 to 8 seconds		
	Belt stowed & key on or start	Item 8: Stays On	4 to 8 seconds	Item 4: 6	4 to 8 seconds

* 49 USCS @ 30124 does NOT allow an audible signal to operate for more than 8 seconds.
 A voluntary audible signal after the 4 to 8 second required signal may be provided. It must be differentiated from the required signal (5/25/2001 legal interpretation to Longacre and Associates).

- ☒ 14. The seat belt warning system meets the requirements of (manufacturers may comply with either section)
- ☒ S7.3 (a)(1)
- ☐ S7.3 (a)(2)
- ☐ FAIL – does not meet the requirements of either option
- ☒ 15. Note wording of visual warning: (S7.3(a)(1) and S7.3(a)(2))
- ☐ Fasten seat belts
- ☐ Fasten belts
- ☒ Symbol 101 - 
- ☐ FAIL – does not use any of the above wording or symbol

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 4/11/08

DATA SHEET 10

BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C85602
 Test Date: 4/11/08

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Left Rear Passenger
------------------------------	---------------------

- | | | |
|--|----|---|
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 1. | Does the vehicle incorporate a webbing tension-relieving device? |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"> </div> Yes, this form is complete |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No, continue with this check sheet |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 2. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> N/A, no lumbar adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 3. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> N/A, no additional support adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 4. | Is the fore-aft position of the seat adjustable? |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No- go to 5 |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"> </div> Yes – Put the seat in the mid fore-aft and full down height position determined in Data Sheet 14.2 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 5. | Is the seat back angle adjustable? |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No- go to 6 |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"> </div> Yes-Use the seat back angle determined in Data Sheet 14.2 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 6. | Position the test dummies according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 7. | Fasten the seat belt latch. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 8. | Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 9. | Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | | Contact Force (lb): |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> 0.0 to 0.7 pounds – Pass <u>0.5 lbs.</u> |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"> </div> Greater than 0.7 pounds - Fail |

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne J. Ahl

Date: 4/11/08

DATA SHEET 10

BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C85602
 Test Date: 4/11/08

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Center Rear Passenger
------------------------------	-----------------------

- | | | |
|--|----|--|
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 1. | Does the vehicle incorporate a webbing tension-relieving device?
<div style="margin-left: 20px;"> <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes, this form is complete
 <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No, continue with this check sheet </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 2. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
<div style="margin-left: 20px;"> <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> N/A, no lumbar adjustment </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 3. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)
<div style="margin-left: 20px;"> <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> N/A, no additional support adjustment </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 4. | Is the fore-aft position of the seat adjustable?
<div style="margin-left: 20px;"> <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No- go to 5
 <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes – Put the seat in the mid fore-aft and full down height position determined in Data Sheet 14.2 </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 5. | Is the seat back angle adjustable?
<div style="margin-left: 20px;"> <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No- go to 6
 <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes-Use the seat back angle determined in Data Sheet 14.2 </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 6. | Position the test dummies according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 7. | Fasten the seat belt latch. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 8. | Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 9. | Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing.
Contact Force (lb):
<div style="margin-left: 20px;"> <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> 0.0 to 0.7 pounds – Pass <u>0.3 lbs.</u>
 <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Greater than 0.7 pounds - Fail </div> |

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne J. Ahl

Date: 4/11/08

DATA SHEET 10

BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C85602
 Test Date: 4/11/08

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Right Rear Passenger
------------------------------	----------------------

- | | | |
|--|----|--|
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 1. | Does the vehicle incorporate a webbing tension-relieving device?
<div style="margin-left: 20px;"> <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes, this form is complete
 <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No, continue with this check sheet </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 2. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
<div style="margin-left: 20px;"> <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> N/A, no lumbar adjustment </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 3. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)
<div style="margin-left: 20px;"> <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> N/A, no additional support adjustment </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 4. | Is the fore-aft position of the seat adjustable?
<div style="margin-left: 20px;"> <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No- go to 5
 <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes – Put the seat in the mid fore-aft and full down height position determined in Data Sheet 14.2 </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 5. | Is the seat back angle adjustable?
<div style="margin-left: 20px;"> <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No- go to 6
 <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes-Use the seat back angle determined in Data Sheet 14.2 </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 6. | Position the test dummies according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 7. | Fasten the seat belt latch. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 8. | Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 9. | Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | | Contact Force (lb):
<div style="margin-left: 20px;"> <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> 0.0 to 0.7 pounds – Pass <u>0.5 lbs.</u>
 <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Greater than 0.7 pounds - Fail </div> |

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne J. Ahl

Date: 4/11/08

DATA SHEET 11 **LATCH PLATE ACCESS (S7.4.4)**

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C85602
 Test Date: 4/11/08

Test all front outboard seat belts **other than those in** walk-in van-type vehicles and those at front outboard designated seating positions in **passenger cars**. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Not Applicable For Any Position - Passenger Car
------------------------------	---

1. Put the seat in the forwardmost fore-aft and full down height position determined in Data Sheet 14.2. (S10.7)
2. Put the seat back angle in the position determined in Data Sheet 14.2.
3. Position the test dummy using the procedures in Appendix F. (Some modifications to the positioning procedure may need to be made because the seat is in its forward most position. Note on the Appendix F positioning check sheet any deviations necessary to position the Part 572, Subpart E dummy.) **Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.**
4. Position the adjustable seat belt anchorage in the manufacturer's nominal design position for a 50th percentile adult male occupant.
5. Attach the inboard reach string to the base of the head following the instructions on Figure 3.
6. Attach the outboard reach string to the torso sheath following the instructions on Figure 3.
7. Place the latch plate in the stowed position.
8. Extend inboard reach string in front of the dummy and then backward and outboard to the latch plate to generate an arc of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?

Yes – Pass

No
9. Extend outboard reach string in front of the dummy and then backward and outboard to the latch plate to generate arcs of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?

Yes – Pass

No
10. Is the latch plate within the inboard (item 10) or outboard (item 11) reach envelope?

Yes – Pass

No – Fail
11. Using the clearance test block, specified in Figure 4, is there sufficient clearance between the vehicle seat and the side of vehicle interior to allow the test block to move unhindered to the latch plate or buckle?

Yes – Pass

No – Fail

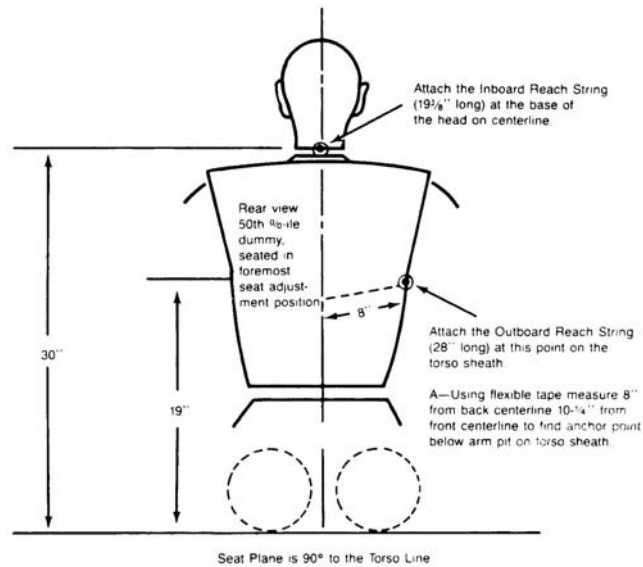


Figure 3. Location of Anchoring Points for Latchplate Reach Limiting Chains or Strings to Test for Latchplate Accessibility Using Subpart E Test Device

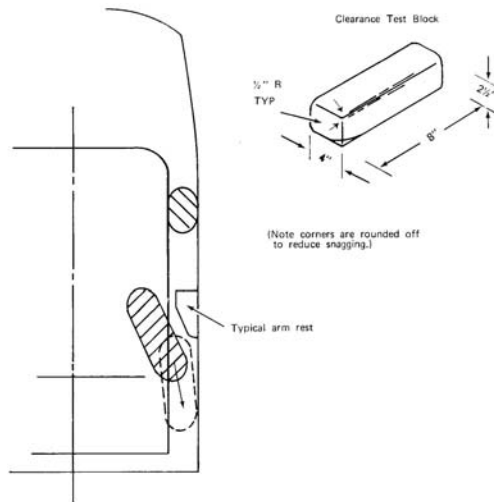


Figure 4—USE OF CLEARANCE TEST BLOCK TO DETERMINE HAND/ARM ACCESS

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne J. Ahl

Date: 4/11/08

DATA SHEET 12

SEAT BELT RETRACTION (S7.4.5)

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C85602
 Test Date: 4/11/08

Test all front outboard seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Not Applicable For Any Position - Passenger Car
GVWR:	

<input checked="" type="checkbox"/>	1.	Is the vehicle a passenger car or walk-in van-type vehicle?
	<input checked="" type="checkbox"/>	Yes, this form is complete
	<input type="checkbox"/>	No
<input type="checkbox"/>	2.	Put the seat in the mid fore-aft and full down height position determined in Data Sheet 14.2. (S8.1.2)
<input type="checkbox"/>	3.	Put the seat back angle in the position determined in Data Sheet 14.2. (8.1.3)
<input type="checkbox"/>	4.	Position the Part 572 Subpart E test dummy according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.
<input type="checkbox"/>	5.	Fasten the seat belt around the dummy.
<input type="checkbox"/>	6.	Remove all slack from the lap belt portion. (S10.9)
		<input type="checkbox"/> N/A, the seat does not have a fore-aft adjustment
<input type="checkbox"/>	7.	Pull the upper torso webbing out of the retractor and allow it to retract; repeat this four times. (S10.9)
<input type="checkbox"/>	8.	Apply a 2 to 4 pound tension load to the lap belt. (S10.9)
<input type="checkbox"/>		Pound load applied:
<input type="checkbox"/>	9.	Is the belt system equipped with a tension relieving device?
	<input type="checkbox"/>	___ Yes, continue
	<input type="checkbox"/>	___ No, go to 12
<input type="checkbox"/>	10.	Introduce the maximum amount of slack into the upper torso belt that is recommended by the vehicle manufacturer in the vehicle owner's manual. (S10.9).
<input type="checkbox"/>	11.	Check the statement that applies to this test vehicle:
<input type="checkbox"/>	11.1	The torso and lap belt webbing of the seat belt system automatically retracts to a stowed position when the adjacent vehicle door is in an open position and the seat belt latch plate is released.
	<input type="checkbox"/>	Yes – Pass go to 12
	<input type="checkbox"/>	No – go to 11.2
11.2		The torso and lap belt webbing of the seat belt system automatically retracts when the seat belt latch plate is released.
	<input type="checkbox"/>	Yes – Pass go to 12
	<input type="checkbox"/>	No – go to 11.3
11.3		Neither 11.1 nor 11.2 apply.
	<input type="checkbox"/>	Fail

- ☐ 12. With the webbing and hardware in the stowed position are the webbing and hardware prevented from being pinched when the door is closed?
- ☐ Yes – Pass
- ☐ No – Fail
- ☐ 13. If this test vehicle has an open body (without doors) and has a belt system with a tension-relieving device, does the belt system fully retract when the tension-relieving device is deactivated?
- ☐ N/A – Not an open body vehicle
- ☐ Yes – Pass
- ☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne J. Ahl

Date: 4/11/08

DATA SHEET 13

SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C85602
 Test Date: 4/11/08

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION: **Left Rear Passenger**

- ☒

1. Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1 (b))

☐ Yes, this form is complete
☒ No, go to 2
- ☒

2. Is the seat removable? (S7.4.6.1(b))

☐ Yes, this form is complete
☒ No, go to 3
- ☒

3. Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b))

☐ Yes, this form is complete
☒ No, go to 4
- ☒

4. Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a))

☒ Yes, go to 5
☐ No, this form is complete
- ☒

5. Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a))

☒ Yes – Pass
☐ No – Fail

Identify the part(s) on top or above the seat.

☒ Seat belt latch plate
☒ Buckle
☒ Seat belt webbing
- ☒

6. Are the remaining two seat belt parts accessible under normal conditions?

☒ Yes – Pass
☐ No – Fail
- ☒

7. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2)

☒ Yes – Pass
☐ No – Fail

- ☒ 8. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2)
- ☒ Yes – Pass
☐ No – Fail
- ☒ 9. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2)
- ☒ Yes – Pass
☐ No – Fail
- ☒ 10. Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2)
- ☐ Yes – Pass
☐ No – Fail
☒ N/A – Rear seat

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 4/11/08

DATA SHEET 13

SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C85602
 Test Date: 4/11/08

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Center Rear Passenger
------------------------------	-----------------------

- | | | |
|--|----|--|
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 1. | Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1 (b)) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes, this form is complete |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No, go to 2 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 2. | Is the seat removable? (S7.4.6.1(b)) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes, this form is complete |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No, go to 3 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 3. | Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b)) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes, this form is complete |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No, go to 4 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 4. | Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a)) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> Yes, go to 5 |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> No, this form is complete |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 5. | Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a)) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> Yes – Pass |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> No – Fail |
| | | Identify the part(s) on top or above the seat. |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> Seat belt latch plate |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> Buckle |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> Seat belt webbing |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 6. | Are the remaining two seat belt parts accessible under normal conditions? |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> Yes – Pass |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> No – Fail |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 7. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> Yes – Pass |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> No – Fail |

- ☒ 8. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2)
- ☒ Yes – Pass
☐ No – Fail
- ☒ 9. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2)
- ☒ Yes – Pass
☐ No – Fail
- ☒ 10. Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2)
- ☐ Yes – Pass
☐ No – Fail
☒ N/A – Rear seat

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 4/11/08

DATA SHEET 13

SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C85602
 Test Date: 4/11/08

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Right Rear Passenger
------------------------------	----------------------

- | | | |
|--|----|--|
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 1. | Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1 (b)) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes, this form is complete |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No, go to 2 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 2. | Is the seat removable? (S7.4.6.1(b)) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes, this form is complete |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No, go to 3 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 3. | Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b)) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes, this form is complete |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No, go to 4 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 4. | Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a)) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> Yes, go to 5 |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> No, this form is complete |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 5. | Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a)) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> Yes – Pass |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> No – Fail |
| | | Identify the part(s) on top or above the seat. |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> Seat belt latch plate |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> Buckle |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> Seat belt webbing |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 6. | Are the remaining two seat belt parts accessible under normal conditions? |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> Yes – Pass |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> No – Fail |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 7. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> Yes – Pass |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> No – Fail |

- ☒ 8. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2)
- ☒ Yes – Pass
- ☐ No – Fail
- ☒ 9. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2)
- ☒ Yes – Pass
- ☐ No – Fail
- ☒ 10. Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2)
- ☐ Yes – Pass
- ☐ No – Fail
- ☒ N/A – Rear seat

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne J. Ahl

Date: 4/11/08

DATA SHEET 14

MARKING OF REFERENCE POINTS FOR VARIOUS TEST POSITIONS AND POINTS

Test Vehicle: 2008 Mitsubishi Lancer
Test Program: FMVSS 208 Compliance
Test Technician: Tim Bratz

NHTSA No.: C85602
Test Date: 7/2/08

DATA SHEET 14.1

MARKING OF REFERENCE POINTS FOR 5th FEMALE

☒ Driver Seat ☐ Passenger Seat

1. Seat Position

- ☒ 1.1 Position the seat's adjustable lumbar supports so that the lumbar supports are in the lowest, retracted or deflated adjustment positions. (S16.2.10.1, S20.1.9.1, S20.4.1, S22.1.7.1)
☒ N/A – No lumbar adjustment
- ☒ 1.2 Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2, S20.1.9.2, S20.4.1, S22.1.7.1, S22.4.2.1, S22.4.3.1, S24.4.2.1, S26.2.3, S26.3.1)
☒ N/A – No additional support adjustment
- ☒ 1.3 Position an adjustable leg support system in its rearmost position. (8/27/04 interpretation to Toyota)
☒ N/A – No adjustable leg support system
- ☒ 1.4 **Mark** a point (seat cushion reference point) on the side of the seat cushion that is between 150 mm and 250 mm from the front edge of the seat cushion. (S16.3.1.12)
- ☒ 1.5 Draw a line (seat cushion reference line) through the seat cushion reference point. (S16.3.1.13)
- ☒ 1.6 Use only the controls that primarily move the seat in the fore-aft direction to move the seat cushion reference point to the rearmost position. (S16.2.10.3.1, S22.1.7.3)
- ☒ 1.7 If the seat cushion adjusts fore-aft, independent of the seat back, use only the controls that primarily move the seat cushion in the fore-aft direction to move the seat cushion reference point to the rearmost position. (S16.2.10.3.1, S20.1.9.3)
☒ N/A – No independent fore-aft seat cushion adjustment
- ☒ 1.8 Use any part of any control, other than the parts just used for fore-aft positioning, to determine the range of angles of the seat cushion reference line and to set the seat cushion reference line at the mid-angle. (S16.2.10.3.1)
Maximum angle: Zero
Minimum angle: Zero
Mid-angle: Zero
- ☒ 1.9 If the seat and/or seat cushion height is adjustable, use any part of any control other than the parts which primarily move the seat or seat cushion fore-aft, to put the seat cushion reference point in its lowest position with the seat cushion reference line angle at the mid-angle found in 1.8. (S16.2.10.3.1)
☒ N/A – No seat height adjustment
- ☒ 1.10 Use only the controls that primarily move the seat in the fore-aft direction to verify the seat is in the rearmost position.

- ☒ 1.11 Use only the controls that primarily move the seat in the fore-aft direction to **mark** for future reference the fore-aft seat positions. **Mark** each position so that there is a visual indication when the seat is at a particular position. For manual seats, move the seat forward one detent at a time and **mark** each detent. For power seats, **mark** only the rearmost, middle, and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost.
- ☒ 1.12 Use only the controls that primarily move the seat in the fore-aft direction to place the seat in the rearmost position.
- ☒ 1.13 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually **mark** for future reference the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S22.4.3.1, S24.1.2, S24.3.1, S24.4.3.1, S26.2.3, S26.3.1)
☒ N/A – No seat height adjustment. **Go to 1.18**
- ☐ 1.14 Use only the controls that primarily move the seat and/or seat cushion in the fore-aft direction to place the seat in the mid-fore-aft position.
- ☐ 1.15 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually **mark** for future reference the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)
- ☐ 1.16 Use only the control that change the seat in the fore-aft direction to place the seat in the foremost position. (S16.2.10.3.2)
- ☐ 1.17 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually **mark** for future reference the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S16.2.10.3.3, S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)
- ☒ 1.18. Visually **mark** for future reference the seat back angle at the manufacturer's nominal design riding position for a **50th percentile adult male** in the manner specified by the manufacturer for the rearmost, mid, and foremost seat positions. (S20.1.9.5, S22.1.7.5, S22.4.2.1, S22.4.3.1, S24.1.2, S24.4.2.1, S26.2.3, S26.3.1)
☐ N/A – No seat back angle adjustment
 Manufacturer's design seat back angle 4°(2nd locking step from most upright)
- ☒ 1.19. Is the seat a bucket seat?
☒ Yes, go to 1.20 and skip 1.21
☐ No, go to 1.21 and skip 1.20
- ☒ 1.20 Bucket seats:
 Locate and **mark** for future reference the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S16.3.1.10 & S20.1.10)
- ☐ 1.21 Bench seats (complete ONLY the one that is applicable to the seat being marked):
☐ 1.21.1 Driver Seat
 Locate and **mark** for future reference the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface.

___ 1.21.2 Passenger Seat

Locate and **mark** for future reference the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S20.2.1.3, S22.2.1.3, S24.2.3, S20.4.4, S22.2.2.1(b), S22.2.2.3(b), S22.2.2.4(a), S22.2.2.5(a), S22.2.2.6(a), S22.2.2.7(a), S24.2.3(a))

Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _____

Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. (The vertical plane through this longitudinal centerline is Plane B for suppression.) _____

2. Head Restraint Position

___ N/A Vehicle contains automatic head restraints.

___ N/A, there is no head restraint adjustment

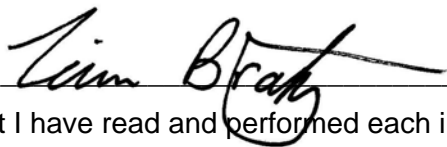
☒ 2.1 Adjust the head restraint to its lowest position. (S16.2.10.2, S20.1.9.6 S20.4.1, S22.1.7.6, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)

☒ 2.2 All adjustments of the head restraint shall be used to position it full forward. For example, if it rotates, rotate it such that the head restraint extends as far forward as possible. **Mark** the foremost position. (S16.2.10.2 & S16.3.4.4 & S20.1.9.6, S20.4.1, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)

☒ 2.3 Measure the vertical distance from the top most point of the head restraint to the bottom most point. Locate and **mark** a horizontal plane through the midpoint of this distance. (S16.3.4.3)

Vertical height of head restraint 200 mm

Mid-point height 100 mm



I certify that I have read and performed each instruction.

7/2/08

Date

DATA SHEET 14.1

MARKING OF REFERENCE POINTS FOR 5th FEMALE

☐ Driver Seat ☒ Passenger Seat

1. Seat Position

- ☒ 1.1 Position the seat's adjustable lumbar supports so that the lumbar supports are in the lowest, retracted or deflated adjustment positions. (S16.2.10.1, S20.1.9.1, S20.4.1, S22.1.7.1)
☒ N/A – No lumbar adjustment
- ☒ 1.2 Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2, S20.1.9.2, S20.4.1, S22.1.7.1, S22.4.2.1, S22.4.3.1, S24.4.2.1, S26.2.3, S26.3.1)
☒ N/A – No additional support adjustment
- ☒ 1.3 Position an adjustable leg support system in its rearmost position. (8/27/04 interpretation to Toyota)
☒ N/A – No adjustable leg support system
- ☒ 1.4 **Mark** a point (seat cushion reference point) on the side of the seat cushion that is between 150 mm and 250 mm from the front edge of the seat cushion. (S16.3.1.12)
- ☒ 1.5 Draw a line (seat cushion reference line) through the seat cushion reference point. (S16.3.1.13)
- ☒ 1.6 Use only the controls that primarily move the seat in the fore-aft direction to move the seat cushion reference point to the rearmost position. (S16.2.10.3.1, S22.1.7.3)
- ☒ 1.7 If the seat cushion adjusts fore-aft, independent of the seat back, use only the controls that primarily move the seat cushion in the fore-aft direction to move the seat cushion reference point to the rearmost position. (S16.2.10.3.1, S20.1.9.3)
☒ N/A – No independent fore-aft seat cushion adjustment
- ☒ 1.8 Use any part of any control, other than the parts just used for fore-aft positioning, to determine the range of angles of the seat cushion reference line and to set the seat cushion reference line at the mid-angle. (S16.2.10.3.1)
Maximum angle Zero
Minimum angle Zero
Mid-angle Zero
- ☒ 1.9 If the seat and/or seat cushion height is adjustable, use any part of any control other than the parts which primarily move the seat or seat cushion fore-aft, to put the seat cushion reference point in its lowest position with the seat cushion reference line angle at the mid-angle found in 1.8. (S16.2.10.3.1)
☒ N/A – No seat height adjustment
- ☒ 1.10 Use only the controls that primarily move the seat in the fore-aft direction to verify the seat is in the rearmost position.
- ☒ 1.11 Use only the controls that primarily move the seat in the fore-aft direction to **mark** for future reference the fore-aft seat positions. **Mark** each position so that there is a visual indication when the seat is at a particular position. For manual seats, move the seat forward one detent at a time and **mark** each detent. For power seats, **mark** only the rearmost, middle, and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost.
- ☒ 1.12 Use only the controls that primarily move the seat in the fore-aft direction to place the seat in the rearmost position.

- ☒ 1.13 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually **mark** for future reference the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S22.4.3.1, S24.1.2, S24.3.1, S24.4.3.1, S26.2.3, S26.3.1)
☒ N/A – No seat height adjustment. **Go to 1.18**
- ☐ 1.14 Use only the controls that primarily move the seat and/or seat cushion in the fore-aft direction to place the seat in the mid-fore-aft position.
- ☐ 1.15 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually **mark** for future reference the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)
- ☐ 1.16 Use only the control that change the seat in the fore-aft direction to place the seat in the foremost position. (S16.2.10.3.2)
- ☐ 1.17 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually **mark** for future reference the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S16.2.10.3.3, S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)
- ☒ 1.18. Visually **mark** for future reference the seat back angle at the manufacturer's nominal design riding position for a **50th percentile adult male** in the manner specified by the manufacturer for the rearmost, mid, and foremost seat positions. (S20.1.9.5, S22.1.7.5, S22.4.2.1, S22.4.3.1, S24.1.2, S24.4.2.1, S26.2.3, S26.3.1)
☐ N/A – No seat back angle adjustment
 Manufacturer's design seat back angle 4°(2nd locking step from most upright)
- ☒ 1.19. Is the seat a bucket seat?
☒ Yes, go to 1.20 and skip 1.21
☐ No, go to 1.21 and skip 1.20
- ☒ 1.20 Bucket seats:
 Locate and **mark** for future reference the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S16.3.1.10 & S20.1.10)
- ☐ 1.21 Bench seats (complete ONLY the one that is applicable to the seat being marked):
- ☐ 1.21.1 Driver Seat
 Locate and **mark** for future reference the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface.
- ☐ 1.21.2 Passenger Seat
 Locate and **mark** for future reference the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S20.2.1.3, S22.2.1.3, S24.2.3, S20.4.4, S22.2.2.1(b), S22.2.2.3(b), S22.2.2.4(a), S22.2.2.5(a), S22.2.2.6(a), S22.2.2.7(a), S24.2.3(a))
 Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _____
 Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. (The vertical plane through this longitudinal centerline is Plane B for suppression.) _____

2. Head Restraint Position

☐ N/A Vehicle contains automatic head restraints.

☐ N/A, there is no head restraint adjustment

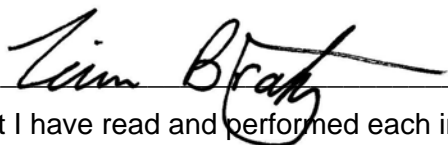
☒ 2.1 Adjust the head restraint to its lowest position. (S16.2.10.2, S20.1.9.6 S20.4.1, S22.1.7.6, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)

☒ 2.2 All adjustments of the head restraint shall be used to position it full forward. For example, if it rotates, rotate it such that the head restraint extends as far forward as possible. **Mark** the foremost position. (S16.2.10.2 & S16.3.4.4 & S20.1.9.6, S20.4.1, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)

☒ 2.3 Measure the vertical distance from the top most point of the head restraint to the bottom most point. Locate and **mark** a horizontal plane through the midpoint of this distance. (S16.3.4.3)

Vertical height of head restraint 200 mm

Mid-point height 100 mm



I certify that I have read and performed each instruction.

7/2/08

Date

DATA SHEET 14.3

MARKING OF REFERENCE POINTS FOR STEERING WHEEL

- X 1. Is the steering wheel adjustable up and down and/or in and out?
X Yes – go to 2
___ No – this form is complete
- X 2. Find and **mark** for future reference each up and down position. Label three of the positions with the following: H for highest, M for mid-position (if there is no mid-position, label the next lowest adjustment position), and L for lowest.
___ N/A – steering wheel is not adjustable up and down
- X 3. Find and **mark** for future references each in and out position. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the next rearmost adjustment position), and R for rearmost.
X N/A – steering wheel is not adjustable in and out.



I certify that I have read and performed each instruction.

7/2/08

Date

DATA SHEET 14.4

MARKING OF REFERENCE POINTS FOR DRIVER LOW RISK DEPLOYMENT

☒ Position 1 ☒ Position 2

- ☒ 1. Position the steering wheel so the front wheels are in the straight-ahead position. (S26.2.1)
- ☒ 2. Position any adjustable parts of the steering controls to the mid-position as determined in Data Sheet 14.3 above. If a mid-position adjustment is not achievable, position the controls to the next lowest detent position. (S26.2.1)
- ☒ 3. Locate and **mark** the point that is defined by the intersection of the steering wheel cover and a line between the volumetric center of the smallest volume that can encompass the folded undeployed air bag and the volumetric center of the static fully inflated air bag. The vertical plane parallel to the vehicle longitudinal centerline through this point is referred to as "Plane E." (Check determination method below.) (S26.2.2)
Measurements with respect to measurement reference points:

The longitudinal centerline of the air bag was used.

☐ Point determined using manufacturer's information supplied by the COTR .
(Include manufacturer's information in the test report.) See Appendix D-27
OR

- ☒ Point determined by test lab personnel and approved by the COTR.
(Include supporting documentation in the test report.)
- ☒ 4. Locate the highest point of the air bag module cover. The horizontal plane through this point is referred to as "Plane F." (Check determination method below.) (S26.2.6)
Measurements with respect to measurement reference points:

The top of the air bag module cover was used.

☐ Point determined using manufacturer's information supplied by the COTR.
(Include manufacturer's information in the test report.) See Appendix D-27
OR

- ☒ Point determined by test lab personnel and approved by the COTR.
(Include supporting documentation in the test report.)

Brian Roach

I certify that I have read and performed each instruction.

5/20/08

Date

DATA SHEET 14.5

MARKING OF REFERENCE POINTS FOR PASSENGER LOW RISK DEPLOYMENT

X Position 1 X Position 2

- X Locate and **mark** the point that is defined by the intersection of the instrument panel and a line between the volumetric center of the smallest volume that can encompass the folded undeployed air bag and the volumetric center of the static fully inflated air bag. (S22.4.1.2, S24.4.1.2) The horizontal plane thru this point is referred to as "Plane C" (S22.4.1.4 and S24.4.1.4). The vertical plane parallel to the vehicle longitudinal centerline and through this point is referred to as "Plane D" (S22.4.1.3 and S24.4.1.3). (Check determination method below.)
Measurements with respect to measurement reference points:
-
-

- X Point determined using manufacturer's information supplied by the COTR .
(Include manufacturer's information in the test report.) See Appendix D-27
OR
___ Point determined by test lab personnel and approved by the COTR.
(Include supporting documentation in the test report.)

Brian Roach

5/20/08

I certify that I have read and performed each instruction.

Date

DATA SHEET 16

AIR BAG SUPPRESSION TELLTALE (S19.2.2)

Test Vehicle: 2008 Mitsubishi Lancer
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: C85602
Test Date: 4/25/08

- X 1. Is the vehicle certified to any suppression performance standards of FMVSS 208?
X Yes – go to 2
___ No – this form is complete
- X 2. Does telltale emit yellow light when the air bag is suppressed? (S19.2.2(a))
X Yes - Pass ___ **NO – FAIL**
- X 3. Are the words “PASSENGER AIR BAG OFF” or “PASS AIR BAG OFF” (S19.2.2(b))
X 3.1 on the telltale? (S19.2.2(b))
___ Yes – Pass, go to 4
X No – go to 3.2
- X 3.2 Within 25 mm of the telltale? (S19.2.2(b)) 12 mm from the edge of the telltale light
X Yes - Pass ___ **NO – FAIL**
- X 4. Is the telltale separate from the air bag readiness indicator? (S19.2.2(c))
X Yes - Pass ___ **NO – FAIL**
- X 5. Is the telltale within the interior of the vehicle? (S19.2.2(d))
X Yes - Pass ___ **NO – FAIL**
- X 6. Is the telltale forward of and above the design H-point of both the driver’s and the front outboard passenger’s seat when the seats are in their forwardmost seating positions? (S19.2.2(d))
X Yes - Pass ___ **NO – FAIL**
- X 7. Is the telltale away from surfaces that can be used for temporary or permanent storage of objects that could obscure the telltale from either the driver’s or front outboard passenger’s view? (S19.2.2(d))
X Yes - Pass ___ **NO – FAIL**
- X 8. Is the telltale located so that it is not obscured from the driver or front outboard passenger by a rear-facing child restraint in Appendix A installed in the front outboard passenger seat? (S19.2.2(d))
X Yes - Pass ___ **NO – FAIL**
- X 9. Is the telltale visible or recognizable during the night? (S19.2.2(e))
X Yes - Pass ___ **NO – FAIL**
- X 10. Is the telltale visible or recognizable during the day? (S19.2.2(e))
X Yes - Pass ___ **NO – FAIL**
- X 11. If there is a visibility adjustment, do all the adjustment levels make the telltale visible and recognizable? (S19.2.2(g))
X N/A-No visibility adjustment
___ Yes - Pass ___ **NO – FAIL**
- X 12. Does the telltale remain illuminated while the air bag is suppressed? (S19.2.2(h)) (Leave the air bag suppressed for 5 minutes.)
X Yes - Pass ___ **NO – FAIL**
- X 13. Is the telltale off while the air bag is activated? (S19.2.2(h)) (Leave the air bag activated for 5 minutes.)
X Yes - Pass ___ **NO – FAIL**

Wayne Dahlke
I certify that I have read and performed each instruction.

4/25/08

Date

DATA SHEET 17 SUMMARY

Suppression Test Using 12-month-old CRABI Dummy (Part 572, Subpart R)
Section B Rear Facing CRS

NHTSA NO.:	C85602	TEST DATE:	4/23/08
LABORATORY:	MGA	TECHNICIANS:	WD
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	062

CHILD RESTRAINT NAME:	Britax
CHILD RESTRAINT MODEL:	Handle With Care 191
DATE OF MANUFACTURE:	5-26-2000

Base: __On __Off X N/A-Restraint does not have a removable base

Manufacturer's design seat back angle: 4°
Tested seat back angle: 4°
Manufacturer's specified anchorage position: Upper-most
Tested anchorage position: Upper-most

A blanket and visor were not used in the suppression testing because they did not affect the weight sensing system used on the vehicle.

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Rear Facing	Forward	130	Suppressed
	Middle	128	Suppressed
	Rearward	128	Suppressed
Unbelted Rear Facing	Forward	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Unbelted Forward Facing	Forward	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Middle position. (SN506)

DATA SHEET 17 SUMMARY

Suppression Test Using 12-month-old CRABI Dummy (Part 572, Subpart R) Section B Rear Facing CRS

NHTSA NO.:	C85602	TEST DATE:	4/23/08
LABORATORY:	MGA	TECHNICIANS:	WD
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	062

CHILD RESTRAINT NAME:	Evenflo
CHILD RESTRAINT MODEL:	First Choice 204
DATE OF MANUFACTURE:	6-20-2000

Base: ☐ On ☐ Off ☒ N/A-Constraint does not have a removable base

Manufacturer's design seat back angle: 4°
 Tested seat back angle: 4°
 Manufacturer's specified anchorage position: Upper-most
 Tested anchorage position: Upper-most

A blanket and visor were not used in the suppression testing because they did not affect the weight sensing system used on the vehicle.

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Rear Facing	Forward 10 *	127	Suppressed
	Middle	128	Suppressed
	Rearward	127	Suppressed
Unbelted Rear Facing	Forward 11 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Unbelted Forward Facing	Forward 4 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Rearward position. (SN506)

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 23 = Full Rearward; 23 total Seat Slide detents)

DATA SHEET 17 SUMMARY

Suppression Test Using 12-month-old CRABI Dummy (Part 572, Subpart R)
Section B Rear Facing CRS

NHTSA NO.:	C85602	TEST DATE:	4/23/08
LABORATORY:	MGA	TECHNICIANS:	WD
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	062

CHILD RESTRAINT NAME:	Graco
CHILD RESTRAINT MODEL:	Infant 8457
DATE OF MANUFACTURE:	8-31-2000

Base: X On Off N/A-Constraint does not have a removable base

Manufacturer's design seat back angle: 4°
Tested seat back angle: 4°
Manufacturer's specified anchorage position: Upper-most
Tested anchorage position: Upper-most

A blanket and visor were not used in the suppression testing because they did not affect the weight sensing system used on the vehicle.

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Rear Facing	Forward 4 *	129	Suppressed
	Middle	132	Suppressed
	Rearward	128	Suppressed
Unbelted Rear Facing	Forward 5 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Unbelted Forward Facing	Forward 8 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 23 = Full Rearward; 23 total Seat Slide detents)

DATA SHEET 17 SUMMARY

Suppression Test Using 12-month-old CRABI Dummy (Part 572, Subpart R)
Section B Rear Facing CRS

NHTSA NO.:	C85602	TEST DATE:	4/23/08
LABORATORY:	MGA	TECHNICIANS:	WD
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	062

CHILD RESTRAINT NAME:	Graco
CHILD RESTRAINT MODEL:	Infant 8457
DATE OF MANUFACTURE:	8-31-2000

Base: ☐ On ☒ Off ☐ N/A-Restraint does not have a removable base

Manufacturer's design seat back angle: 4°
Tested seat back angle: 4°
Manufacturer's specified anchorage position: Upper-most
Tested anchorage position: Upper-most

A blanket and visor were not used in the suppression testing because they did not affect the weight sensing system used on the vehicle.

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Rear Facing	Forward 8 *	131	Suppressed
	Middle	130	Suppressed
	Rearward	127	Suppressed
Unbelted Rear Facing	Forward 9 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Unbelted Forward Facing	Forward	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Forward position. (SN506)

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 23 = Full Rearward; 23 total Seat Slide detents)

DATA SHEET 17 SUMMARY

Suppression Test Using 12-month-old CRABI Dummy (Part 572, Subpart R)
Section C Forward Facing Convertible CRS

NHTSA NO.:	C85602	TEST DATE:	4/25/08
LABORATORY:	MGA	TECHNICIANS:	JL
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	062

CHILD RESTRAINT NAME:	Britax
CHILD RESTRAINT MODEL:	Roundabout 161
DATE OF MANUFACTURE:	7-21-2000

Base: __On __Off X N/A-Constraint does not have a removable base

Manufacturer's design seat back angle: 4°
Tested seat back angle: 4°
Manufacturer's specified anchorage position: Upper-most
Tested anchorage position: Upper-most

A blanket was not used in the suppression testing because it did not affect the weight sensing system used on the vehicle.

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Forward Facing	Forward	132	Suppressed
	Middle	131	Suppressed
	Rearward	127	Suppressed
Unbelted Forward Facing	Forward	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Belted Rear Facing	Forward	128	Suppressed
	Middle	128	Suppressed
	Rearward	131	Suppressed
Unbelted Rear Facing	Forward	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Rearward position. (SN506)

DATA SHEET 17 SUMMARY

Suppression Test Using 12-month-old CRABI Dummy (Part 572, Subpart R)
Section C Forward Facing Convertible CRS

NHTSA NO.:	C85602	TEST DATE:	4/25/08
LABORATORY:	MGA	TECHNICIANS:	WD
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	062

CHILD RESTRAINT NAME:	Century
CHILD RESTRAINT MODEL:	Encore 4612
DATE OF MANUFACTURE:	8-16-2000

Base: ☐ On ☐ Off ☒ N/A-Constraint does not have a removable base

Manufacturer's design seat back angle: 4°
 Tested seat back angle: 4°
 Manufacturer's specified anchorage position: Upper-most
 Tested anchorage position: Upper-most

A blanket was not used in the suppression testing because it did not affect the weight sensing system used on the vehicle.

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Forward Facing	Forward	130	Suppressed
	Middle	132	Suppressed
	Rearward	128	Suppressed
Unbelted Forward Facing	Forward	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Belted Rear Facing	Forward	131	Suppressed
	Middle	133	Suppressed
	Rearward	129	Suppressed
Unbelted Rear Facing	Forward	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Forward position. (SN506)

DATA SHEET 17 SUMMARY

Suppression Test Using 12-month-old CRABI Dummy (Part 572, Subpart R)
Section C Forward Facing Convertible CRS

NHTSA NO.:	C85602	TEST DATE:	4/25/08
LABORATORY:	MGA	TECHNICIANS:	WD
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	062

CHILD RESTRAINT NAME:	Evenflo
CHILD RESTRAINT MODEL:	Medallion 254
DATE OF MANUFACTURE:	6-1-2000

Base: ☐ On ☐ Off ☒ N/A-Constraint does not have a removable base

Manufacturer's design seat back angle: 4°
Tested seat back angle: 4°
Manufacturer's specified anchorage position: Upper-most
Tested anchorage position: Upper-most

A blanket was not used in the suppression testing because it did not affect the weight sensing system used on the vehicle.

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Forward Facing	Forward	130	Suppressed
	Middle	133	Suppressed
	Rearward	128	Suppressed
Unbelted Forward Facing	Forward	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Belted Rear Facing	Forward	132	Suppressed
	Middle	129	Suppressed
	Rearward	127	Suppressed
Unbelted Rear Facing	Forward 3 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Middle position. (SN506)

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 23 = Full Rearward; 23 total Seat Slide detents)

DATA SHEET 18 SUMMARY

Suppression Test Using Newborn Infant Dummy (Part 572, Subpart K) Section A Car Bed

NHTSA NO.:	C85602	TEST DATE:	4/25/08
LABORATORY:	MGA	TECHNICIANS:	WD
DUMMY TYPE:	Newborn Infant	DUMMY SERIAL NO.:	003

CAR BED NAME:	Cosco
CAR BED MODEL:	Dream Ride 02-719
DATE OF MANUFACTURE:	6-16-2000

Base: ☐ On ☐ Off ☒ N/A-Constraint does not have a removable base
(A car bed with a removable base shall be treated as two separate models, i.e. this form and test procedure will be completed with the base on and then repeated on a new form with the base off.

Manufacturer's design seat back angle: 4°
Tested seat back angle: 4°
Manufacturer's specified anchorage position: Upper-most
Tested anchorage position: Upper-most

A blanket and visor were not used in the suppression testing because they did not affect the weight sensing system used on the vehicle.

Test Summary

Seat Belt	Seat Slide	Result
Belted	Forward	Suppressed
	Middle	Suppressed
	Rearward	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Rearward position. (SN506)

DATA SHEET 19 SUMMARY

Suppression Test Using 3 Year Old Dummy And Booster Seats (Part 572, Subpart P)
Section D Forward Facing Belt Positioning Booster

NHTSA NO.:	C85602	TEST DATE:	4/25/08
LABORATORY:	MGA	TECHNICIANS:	WD
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	032

BOOSTER SEAT NAME:	Century
BOOSTER SEAT MODEL:	Next Step 4920
DATE OF MANUFACTURE:	8-16-2000

Manufacturer's design seat back angle: 4°
Tested seat back angle: 4°
Manufacturer's specified anchorage position: Upper-most
Tested anchorage position: Upper-most

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Forward Facing Without Harness	Forward	15	Suppressed
	Middle	12	Suppressed
	Rearward	14	Suppressed
Belted Forward Facing Cinched With Harness	Forward	127	Suppressed
	Middle	131	Suppressed
	Rearward	128	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Rearward position. (SN506)

DATA SHEET 19 SUMMARY

Suppression Test Using 3 Year Old Dummy And Booster Seats (Part 572, Subpart P)
Section D Forward Facing Toddler Belt Positioning Booster Seat

NHTSA NO.:	C85602	TEST DATE:	4/25/08
LABORATORY:	MGA	TECHNICIANS:	WD
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	032

BOOSTER SEAT NAME:	Cosco
BOOSTER SEAT MODEL:	High Back Booster 02-442
DATE OF MANUFACTURE:	4-28-2000

Manufacturer's design seat back angle: 4°
Tested seat back angle: 4°
Manufacturer's specified anchorage position: Upper-most
Tested anchorage position: Upper-most

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Forward Facing Without Harness	Forward	18	Suppressed
	Middle	15	Suppressed
	Rearward	14	Suppressed
Belted Forward Facing Cinched With Harness	Forward	133	Suppressed
	Middle	132	Suppressed
	Rearward	127	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Forward position. (SN506)

DATA SHEET 20 SUMMARY

Suppression Test Using 3 Year Old Dummy And Convertible Restraints (Part 572, Subpart P)
Section C Forward Facing Convertible CRS

NHTSA NO.:	C85602	TEST DATE:	4/25/08
LABORATORY:	MGA	TECHNICIANS:	JL
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	032

CHILD RESTRAINT NAME:	Britax
CHILD RESTRAINT MODEL:	Roundabout 161
DATE OF MANUFACTURE:	7-21-2000

Manufacturer's design seat back angle: 4°
Tested seat back angle: 4°
Manufacturer's specified anchorage position: Upper-most
Tested anchorage position: Upper-most

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted	Forward	131	Suppressed
	Middle	133	Suppressed
	Rearward	133	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Rearward position. (SN506)

DATA SHEET 20 SUMMARY

Suppression Test Using 3 Year Old Dummy And Convertible Restraints (Part 572, Subpart P)
Section C Forward Facing Convertible CRS

NHTSA NO.:	C85602	TEST DATE:	4/25/08
LABORATORY:	MGA	TECHNICIANS:	WD
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	032

CHILD RESTRAINT NAME:	Century
CHILD RESTRAINT MODEL:	Encore 4612
DATE OF MANUFACTURE:	8-16-2000

Manufacturer's design seat back angle: 4°
Tested seat back angle: 4°
Manufacturer's specified anchorage position: Upper-most
Tested anchorage position: Upper-most

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted	Forward	130	Suppressed
	Middle	133	Suppressed
	Rearward	127	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Forward position. (SN506)

DATA SHEET 20 SUMMARY

Suppression Test Using 3 Year Old Dummy And Convertible Restraints (Part 572, Subpart P)
Section C Forward Facing Convertible CRS

NHTSA NO.:	C85602	TEST DATE:	4/25/08
LABORATORY:	MGA	TECHNICIANS:	WD
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	032

CHILD RESTRAINT NAME:	Evenflo
CHILD RESTRAINT MODEL:	Medallion 254
DATE OF MANUFACTURE:	6-1-2000

Manufacturer's design seat back angle: 4°
Tested seat back angle: 4°
Manufacturer's specified anchorage position: Upper-most
Tested anchorage position: Upper-most

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted	Forward	132	Suppressed
	Middle	133	Suppressed
	Rearward	127	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Middle position. (SN506)

DATA SHEET 21 SUMMARY

Suppression Test Using An Unbelted 3 Year Old Dummy (Part 572, Subpart P)
No CRS

NHTSA NO.:	C85602	TEST DATE:	4/25/08
LABORATORY:	MGA	TECHNICIANS:	WD
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	032

Test Summary

Position	Seat Slide	Seat Back Angle*	Result
Position 1 Sitting on seat with back against seat back	Forward	5.2° on HRP	Suppressed
	Middle	5.2° on HRP	Suppressed
	Rearward	5.2° on HRP	Suppressed
Position 2 Sitting on seat with back against reclined seat back	Forward	30.1° on HRP	Suppressed
	Middle	30.1° on HRP	Suppressed
	Rearward	30.1° on HRP	Suppressed
Position 3 Sitting on seat with back not against seat back	Forward	5.2° on HRP	Suppressed
	Middle	5.2° on HRP	Suppressed
	Rearward	5.2° on HRP	Suppressed
Position 4 Sitting on seat edge, spine vertical, hands at dummy's sides	Forward	5.2° on HRP	Suppressed
	Middle	5.2° on HRP	Suppressed
	Rearward	5.2° on HRP	Suppressed
Position 5 Standing on seat, facing forward	Forward	5.2° on HRP	Suppressed
	Middle	5.2° on HRP	Suppressed
	Rearward	5.2° on HRP	Suppressed
Position 6 Kneeling on seat, facing forward	Forward	5.2° on HRP	Suppressed
	Middle	5.2° on HRP	Suppressed
	Rearward	5.2° on HRP	Suppressed
Position 7 Kneeling on seat, facing rearward	Forward	5.2° on HRP	Suppressed
	Middle	5.2° on HRP	Suppressed
	Rearward	5.2° on HRP	Suppressed
Position 8 Lying on seat. (Three designated seating positions only)	Forward	N/A	N/A
	Middle	N/A	N/A
	Rearward	N/A	N/A

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Forward position. (SN506)

* Manufacturer's design seat back angle was expressed as "4°"(2nd locking step from most upright). This seat back angle corresponds to 5.2° on the Head Rest Post.

DATA SHEET 27 SUMMARY

Low Risk Deployment Tests Using an Unbelted 6-Year-Old
Dummy (Part 572, Subpart P) (S24)
Position 1 – Chest On Instrument Panel (S24.4.2)

NHTSA NO.:	C85602	TEST DATE:	5/20/08
LABORATORY:	MGA	TECHNICIANS:	BR/AP
DUMMY TYPE:	6-Year-Old	DUMMY SERIAL NO.:	155

Manufacturer's design seat back angle: 4°
Tested seat back angle: 4°
Tested seat position: Full Aft

Thorax cavity angle: 6.1°
Point 1 height: 44 mm Below Plane C

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.3
2	100.0	100.0

6-Year-Old SN 155 Position 1 (Chest on Instrument Panel) 5/20/08

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	25
Peak Nij (Nte)	1.0	0.4
Time (ms)	NA	74.3
Peak Nij (Ntf)	1.0	0.2
Time (ms)	NA	45.6
Peak Nij (Nce)	1.0	0.2
Time (ms)	NA	0.7
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	14.9
Neck Tension	1490 N	386
Neck Compression	1820 N	354
Chest g	60 g	15
Chest Displacement	40 mm	12

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

A new air bag and instrument panel were used for this deployment.

DATA SHEET 28 SUMMARY

Low Risk Deployment Tests Using an Unbelted 6-Year-Old
Dummy (Part 572, Subpart N) (S24)
Position 2 – Head On Instrument Panel (S24.4.3)

NHTSA NO.:	C85602	TEST DATE:	5/20/08
LABORATORY:	MGA	TECHNICIANS:	BR/AP
DUMMY TYPE:	6-Year-Old	DUMMY SERIAL NO.:	155

Manufacturer's design seat back angle: 4°
Tested seat back angle: 4°
Tested seat position: Full Forward

Thorax cavity angle: 27.7°
Thigh angle: 6.0°

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.3
2	100.0	100.0

6-Year-Old SN 155 Position 2 (Head on Instrument Panel) 5-20-08

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	69
Peak Nij (Nte)	1.0	0.3
Time (ms)	NA	78.2
Peak Nij (Ntf)	1.0	0.1
Time (ms)	NA	69.0
Peak Nij (Nce)	1.0	0.4
Time (ms)	NA	20.1
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	53.2
Neck Tension	1490 N	561
Neck Compression	1820 N	877
Chest g	60 g	12
Chest Displacement	40 mm	4

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

The original equipment parts were used for this deployment.

DATA SHEET 29 SUMMARY

Low Risk Deployment Tests Using an Unbelted 5th Percentile Female
Dummy (Part 572, Subpart O) (S26)
Position 1 - Chin On Module (S26.2)

NHTSA NO.:	C85602	TEST DATE:	5/20/08
LABORATORY:	MGA	TECHNICIANS:	BR/AP
DUMMY TYPE:	5 th Percentile Female	DUMMY SERIAL NO.:	511

Manufacturer's design seat back angle: 4°
Tested seat back angle: 4°
Tested seat position: Full Aft

Tested steering wheel angle: 20.2°
Thorax cavity angle: 26.6°
Bottom of chin height: 3 mm Above Module

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.3
2	100.0	100.3

5th Percentile Female SN 511 Position 1 (Chin On Module) 5/20/08

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	5
Peak Nij (Nte)	1.0	0.2
Time (ms)	NA	12.3
Peak Nij (Ntf)	1.0	0.2
Time (ms)	NA	40.6
Peak Nij (Nce)	1.0	0.0
Time (ms)	NA	1.0
Peak Nij (Ncf)	1.0	0.0
Time (ms)	NA	225.0
Neck Tension	2070 N	590
Neck Compression	2520 N	13
Chest g	60 g	7
Chest Displacement	52 mm	5
Left Femur	6805 N	38
Right Femur	6805 N	42

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 26 km/h. (S4.11(d))
Second stage fire time of 100 ms; Injuries calculated on 0 ms to 225 ms

The original equipment parts were used for this deployment.

DATA SHEET 30 SUMMARY

Low Risk Deployment Tests Using an Unbelted 5th Percentile Female
Dummy (Part 572, Subpart O) (S26)
Position 2 - Chin On Rim (S26.3)

NHTSA NO.:	C85602	TEST DATE:	5/20/08
LABORATORY:	MGA	TECHNICIANS:	BR/AP
DUMMY TYPE:	5 th Percentile Female	DUMMY SERIAL NO.:	511

Manufacturer's design seat back angle: 4°
Tested seat back angle: 4°
Tested seat position: Full Aft

Tested steering wheel angle: 20.2°
Thorax cavity angle: 26.4°
Chin Point height: 0 mm - At Steering Wheel Target
Note: The chin on rim steering wheel target is 10 mm below the Upper-most point on the steering wheel

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.3
2	100.0	100.3

5th Percentile Female SN 511 Position 2 (Chin On Rim) 5/20/08

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	3
Peak Nij (Nte)	1.0	0.3
Time (ms)	NA	15.2
Peak Nij (Ntf)	1.0	0.1
Time (ms)	NA	99.0
Peak Nij (Nce)	1.0	0.2
Time (ms)	NA	17.6
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	102.8
Neck Tension	2070 N	465
Neck Compression	2520 N	162
Chest g	60 g	16
Chest Displacement	52 mm	12
Left Femur	6805 N	60
Right Femur	6805 N	69

Calculated on data recorded for 125ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 26 km/h. (S4.11(d))
Second stage fire time of 100 ms; Injuries calculated on 0 ms to 225 ms

A new air bag; and original equipment steering column and steering wheel were used for this deployment.

DATA SHEET 32

VEHICLE WEIGHT, FUEL TANK, AND ATTITUDE DATA

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Jamie Aide

NHTSA No.: C85602
 Test Date: 7/2/08

IMPACT ANGLE:	Zero Degrees		
BELTED DUMMIES (YES/NO):	No		
TEST SPEED:	<u>X</u> 32 to 40 kmph	<u> </u> 0 to 48 kmph	<u> </u> 0 to 56 kmph
DRIVER DUMMY:	<u>X</u> 5 th female	<u> </u> 50 th male	
PASSENGER DUMMY:	<u>X</u> 5 th female	<u> </u> 50 th male	

- | | | |
|---|-----|---|
| X | 1. | Fill the transmission with transmission fluid to the satisfactory range. |
| X | 2. | Drain fuel from vehicle |
| X | 3. | Run the engine until fuel remaining in the fuel delivery system is used and the engine stops. |
| X | 4. | Record the useable fuel tank capacity supplied by the COTR |
| X | | Useable Fuel Tank Capacity supplied by COTR: 58.7 liters (15.5 gallons) |
| X | 5. | Record the fuel tank capacity supplied in the owner's manual. |
| X | | Useable Fuel Tank Capacity in owner's manual: 58.7 liters (15.5 gallons) |
| X | 6. | Using purple dyed Stoddard solvent having the physical and chemical properties of Type 1 solvent or cleaning fluid, Table 1, ASTM Standard D484-71, "Standard Specifications for Hydrocarbon Dry-cleaning Solvents," or gasoline, fill the fuel tank. |
| X | | Amount Added: 58.7 liters (15.5 gallons) |
| X | 7. | Fill the coolant system to capacity. |
| X | 8. | Fill the engine with motor oil to the Max. mark on the dip stick. |
| X | 9. | Fill the brake reservoir with brake fluid to its normal level. |
| X | 10. | Fill the windshield washer reservoir to capacity. |
| X | 11. | Inflate the tires to the tire pressure on the tire placard. If no tire placard is available, inflate the tires to the recommended pressure in the owner's manual. |

Tire placard pressure:	RF:	32 psi	LF:	32 psi	RR:	32 psi	LR:	32 psi
Owner's manual pressure:	RF:	32 psi	LF:	32 psi	RR:	32 psi	LR:	32 psi
Actual inflated pressure:	RF:	32 psi	LF:	32 psi	RR:	32 psi	LR:	32 psi

- | | | |
|---|-----|--|
| X | 12. | Record the vehicle weight at each wheel to determine the unloaded vehicle weight (UVW), i.e. "as delivered" weight). |
|---|-----|--|

Right Front (kg):	379.2	Right Rear (kg):	263.1
Left Front (kg):	395.5	Left Rear (kg):	264.9
Total Front (kg):	774.7	Total Rear (kg):	528.0
% Total Weight:	59.5	% Total Weight:	40.5
UVW = TOTAL FRONT PLUS TOTAL REAR (KG):			1302.7

- | | | |
|---|------|---|
| X | 13. | UVW Test Vehicle Attitude: (All dimensions in millimeters) |
| X | 13.1 | Mark a point on the vehicle above the center of each wheel. |
| X | 13.2 | Place the vehicle on a level surface. |

- ☒ 13.3 Measure perpendicular to the level surface to the 4 points marked on the body and record the measurements

RF:	706	LF:	701	RR:	705	LR:	695
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- ☒ 14. Calculate the Rated Cargo and Luggage Weight (RCLW): 35 kg
- ☒ 14.1 Does the vehicle have the vehicle capacity weight (VCW) on the certification label or tire placard?
- ☒ Yes, go to 14.3
- ☐ No, go to 14.2
- ☐ 14.2 VCW = Gross Vehicle Weight – UVW

$$VCW = \underline{\hspace{2cm}} - \underline{\hspace{2cm}} = \underline{\hspace{2cm}}$$

- ☒ 14.3 VCW = 375 kg (827 lbs)
- ☒ 14.4 Does the certification or tire placard contain the Designated Seating Capacity (DSC)?
- ☒ Yes, go to 14.6
- ☐ No, go to 14.5 and skip 14.6

- ☐ 14.5 DSC = Total number of seat belt assemblies =

- ☒ 14.6 DSC = 5

- ☒ 14.7 RCLW = VCW – (68 kg x DSC) = 375 kg - (68 kg x 5) = 35 kg

- ☒ 14.8 Is the vehicle certified as a truck, MPV or bus (see the certification label on the door jamb)?
- ☐ Yes, if the calculated RCLW is greater than 136 kg, use 136 kg as the RCLW. (S8.1.1)
- ☒ No, use the RCLW calculated in 14.7

- ☒ 15. Fully Loaded Weight (100% fuel fill): 1435.7 kg

- ☒ 15.1 Place the appropriate test dummy in both front outboard seating positions.

Driver: ☒ 5th female ☐ 50th male
 Passenger: ☒ 5th female ☐ 50th male

- ☒ 15.2 Load the vehicle with the RCLW from 14.7 or 14.8 whichever is applicable.

- ☒ 15.3 Place the RCLW in the cargo area. Center the load over the longitudinal centerline of the vehicle. (S8.1.1 (d))

- ☒ 15.4 Record the vehicle weight at each wheel to determine the Fully Loaded Weight.

Right Front (kg):	393.3	Right Rear (kg):	313.0
Left Front (kg):	418.7	Left Rear (kg):	310.5
Total Front (kg):	812.0	Total Rear (kg):	623.7
% Total Weight:	56.6	% Total Weight:	43.4
% GVW	43.9	% GVW	33.7
(% GVW = Axle GVW divided by Vehicle GVW)			
Fully Loaded Weight = Total Front Plus Total Rear (kg):			1435.7

- ☒ 16. Fully Loaded Test Vehicle Attitude: (All dimensions in millimeters)

- ☒ 16.1 Place the vehicle on a level surface.

- ☒ 16.2 Measure perpendicular to the level surface to the 4 points marked on the body (see 13.1 above) and record the measurements

RF:	699	LF:	690	RR:	683	LR:	674
-----	-----	-----	-----	-----	-----	-----	-----

- ☒ 17. Drain the fuel system
- ☒ 18. Using purple dyed Stoddard solvent having the physical and chemical properties of Type 1 solvent or cleaning fluid, Table 1, ASTM Standard D484-71, "Standard Specifications for Hydrocarbon Dry-cleaning Solvents," fill the fuel tank to 92 - 94 percent of useable capacity.

☒ Fuel tank capacity x .94 = 58.7 liters (15.5 gallons) x .94 = 55.1 liters (14.6 gallons)

☒ Amount added 54.5 liters (14.4 gallons) 92.9%

- ☒ 19. Crank the engine to fill the fuel delivery system with Stoddard solvent

- ☒ 20. Calculate the test weight range.

- ☒ 20.1 Calculated Weight = UVW (see 12 above) + RCLW (see 14 above) + 2x(dummy weight)

$$1435.7 \text{ kg} = 1302.7 \text{ kg} + 35.0 \text{ kg} + 98.0 \text{ kg}$$

- ☒ 20.2 Test Weight Range = Calculated Weight (- 4.5 kg, - 9 kg.)
 Max. Test Weight = Calculated Test Weight - 4.5 kg = 1431.2 kg
 Min. Test Weight = Calculated Test Weight - 9 kg = 1426.7 kg

- ☒ 21. Remove the RCLW from the cargo area.

- ☒ 22. Drain transmission fluid, engine coolant, motor oil, and windshield washer fluid from the test vehicle so that Stoddard solvent leakage from the fuel system will be evident.

- ☒ 23. Vehicle Components Removed For Weight Reduction:
Spare tire, jack, right rear tail light, trunk carpet and floor mats

- ☒ 24. Secure the equipment and ballast in the load carrying area and distribute it, as nearly as possible, to obtain the proportion of axle weight indicated by the gross axle weight ratings and center it over the longitudinal centerline of the vehicle.

- ☒ 25. If necessary, add ballast to achieve the actual test weight.

☒ N/A

☐ Weight of Ballast: ____ kg

- ☒ 26. Ballast, including test equipment, must be contained so that it will not shift during the impact event or interfere with data collection or interfere with high-speed film recordings or affect the structural integrity of the vehicle or do anything else to affect test results. Care must be taken to assure that any attachment hardware added to the vehicle is not in the vicinity of the fuel tank or lines.


- ☒ 27. Record the vehicle weight at each wheel to determine the actual test weight.

Right Front (kg):	405.5	Right Rear (kg):	299.8
Left Front (kg):	417.3	Left Rear (kg):	308.0
Total Front (kg):	822.8	Total Rear (kg):	607.8
% Total Weight:	58.4	% Total Weight:	41.6
% GVW	52.8	% GVW	47.1
(% GVW = Axle GVW divided by Vehicle GVW)			
TOTAL FRONT PLUS TOTAL REAR (kg):			1430.6

<div style="border: 1px solid black; background-color: yellow; padding: 2px; display: inline-block;">X</div>	28.	Is the test weight between the Max. Weight and the Min. Weight (See 20.2)?								
	<div style="border: 1px solid black; background-color: yellow; padding: 2px; display: inline-block;">X</div>	Yes								
	<div style="border: 1px solid black; background-color: yellow; padding: 2px; display: inline-block;"></div>	No, explain why not.								
<div style="border: 1px solid black; background-color: yellow; padding: 2px; display: inline-block;">X</div>	29.	Test Weight Vehicle Attitude: (all dimensions in millimeters)								
<div style="border: 1px solid black; background-color: yellow; padding: 2px; display: inline-block;">X</div>	29.1	Place the vehicle on a level surface								
<div style="border: 1px solid black; background-color: yellow; padding: 2px; display: inline-block;">X</div>	29.2	Measure perpendicular to the level surface to the 4 points marked on the body (see 13 above) and record the measurements								
<table border="1" style="margin: auto;"> <tr> <td style="padding: 2px;">RF:</td> <td style="padding: 2px;">699</td> <td style="padding: 2px;">LF:</td> <td style="padding: 2px;">693</td> <td style="padding: 2px;">RR:</td> <td style="padding: 2px;">687</td> <td style="padding: 2px;">LR:</td> <td style="padding: 2px;">677</td> </tr> </table>			RF:	699	LF:	693	RR:	687	LR:	677
RF:	699	LF:	693	RR:	687	LR:	677			
<div style="border: 1px solid black; background-color: yellow; padding: 2px; display: inline-block;">X</div>	30.	Summary of test attitude								
<div style="border: 1px solid black; background-color: yellow; padding: 2px; display: inline-block;">X</div>	30.1	AS DELIVERED:								
<table border="1" style="margin: auto;"> <tr> <td style="padding: 2px;">RF:</td> <td style="padding: 2px;">706</td> <td style="padding: 2px;">LF:</td> <td style="padding: 2px;">701</td> <td style="padding: 2px;">RR:</td> <td style="padding: 2px;">705</td> <td style="padding: 2px;">LR:</td> <td style="padding: 2px;">695</td> </tr> </table>			RF:	706	LF:	701	RR:	705	LR:	695
RF:	706	LF:	701	RR:	705	LR:	695			
AS TESTED:										
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<table border="1" style="margin: auto;"> <tr> <td style="padding: 2px;">RF:</td> <td style="padding: 2px;">699</td> <td style="padding: 2px;">LF:</td> <td style="padding: 2px;">690</td> <td style="padding: 2px;">RR:</td> <td style="padding: 2px;">683</td> <td style="padding: 2px;">LR:</td> <td style="padding: 2px;">674</td> </tr> </table>			RF:	699	LF:	690	RR:	683	LR:	674
RF:	699	LF:	690	RR:	683	LR:	674			
<div style="border: 1px solid black; background-color: yellow; padding: 2px; display: inline-block;">X</div>	30.2	Is the "as tested" test attitude equal to or between the "fully loaded" and "as delivered" attitude?								
	<div style="border: 1px solid black; background-color: yellow; padding: 2px; display: inline-block;">X</div>	Yes								
	<div style="border: 1px solid black; background-color: yellow; padding: 2px; display: inline-block;"></div>	No, explain why not.								

REMARKS:

I certify that I have read and performed each instruction.

Signature: 

Date: 7/2/08

DATA SHEET 33

VEHICLE ACCELEROMETER LOCATION AND MEASUREMENT

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Jamie Aide

NHTSA No.: C85602
 Test Date: 7/2/08

IMPACT ANGLE:	Zero Degrees		
BELTED DUMMIES (YES/NO):	No		
TEST SPEED:	<u>X</u> 32 to 40 kmph	<u> </u> 0 to 48 kmph	<u> </u> 0 to 56 kmph
DRIVER DUMMY:	<u>X</u> 5 th female	<u> </u> 50 th male	
PASSENGER DUMMY:	<u>X</u> 5 th female	<u> </u> 50 th male	

- X

 1. Find the location where the vertical plane parallel to the longitudinal centerline of the vehicle and through the center of the left front outboard seating position intersects the left rear seat cross member. Install an accelerometer at this intersection on the rear seat cross member to record x-direction accelerations. Record the location on the following chart.
- X

 2. Find the location where the vertical plane parallel to the longitudinal centerline of the vehicle and through the center of the right front outboard seating position intersects the right rear seat cross member. Install an accelerometer at this intersection on the rear seat cross member to record x-direction accelerations. Record the location on the following chart.
- X

 3. Find the location where a vertical plane through the longitudinal centerline of the vehicle and a vertical transverse plane through the center of the two wheels on opposite sides of the engine intersect at the top of the engine. Install an accelerometer at this intersection to record x-direction accelerations. Record the location on the following chart.
- X

 4. Find the location where a vertical plane through the longitudinal centerline of the vehicle and a vertical transverse plane through the center of the two wheels on opposite sides of the engine intersect the bottom of the engine. Install an accelerometer at this intersection to record x-direction accelerations. Record the location on the following chart.
- X

 5. Install an accelerometer on the right front brake caliper to record x-direction accelerations. Record the location on the following chart.
- X

 6. Find the location where a vertical plane through the longitudinal centerline of the vehicle intersects the top of the instrument panel. Install an accelerometer at this intersection to record x-direction accelerations. Record the location on the following chart.
- X

 7. Install an accelerometer on the left front brake caliper to record x-direction accelerations. Record the location on the following chart.
- X

 8. Find the location where a vertical plane through the longitudinal centerline of the vehicle intersects the floor of the trunk. Install an accelerometer on the trunk floor at this intersection to record z-direction accelerations. Record the location on the following chart.

REMARKS:

I certify that I have read and performed each instruction.

Signature: _____

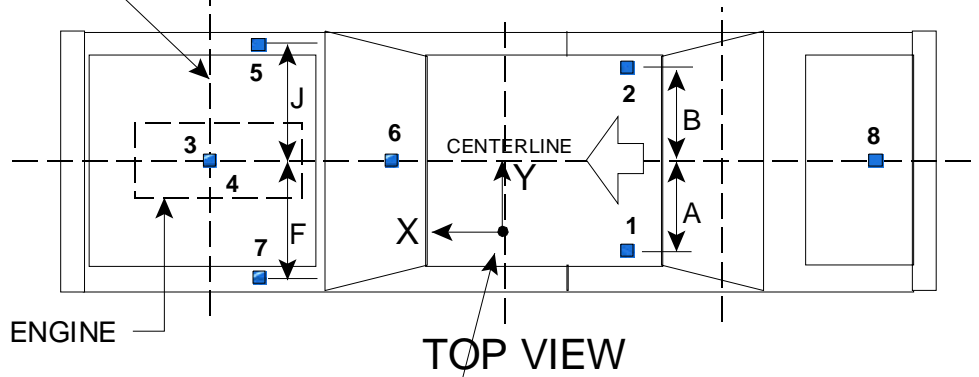
Jamie Aide

Date: _____

7/2/08

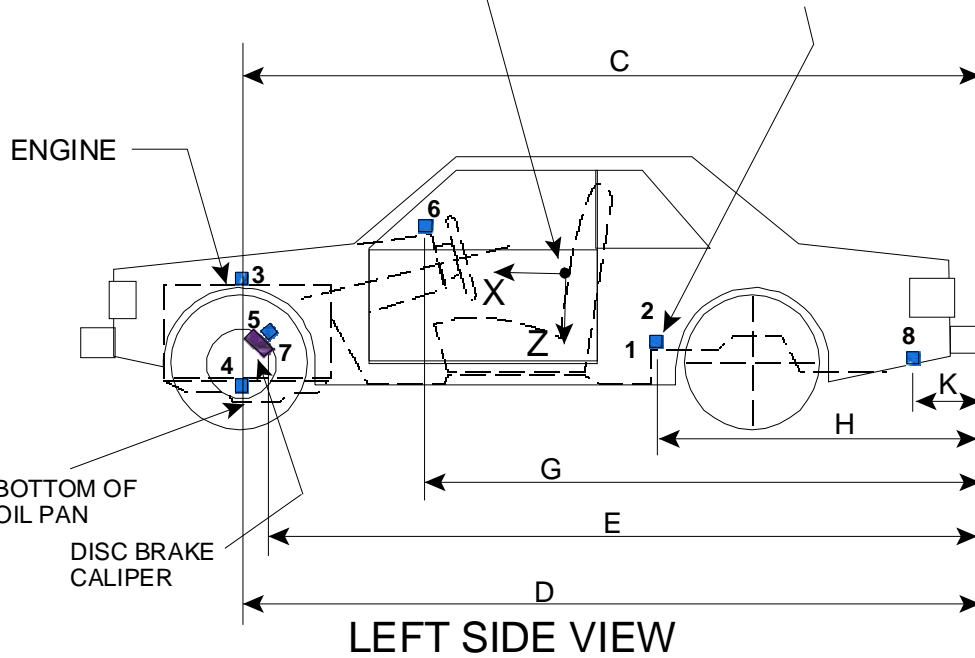
VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY

CENTERLINE OF
FRONT WHEELS



ACCELEROMETER
COORDINATE SYSTEM
(POSITIVE DIRECTION SHOWN)

REAR SEAT CUSHION
ASSY. FRONT ATTACHMENT
BRACKET SUPPORT



Dimensions Corresponding To The Letters "A" Through "K" (Excluding "I") Are
Recorded In The Table On The Following Page.
Accelerometers Corresponding To The Numbers 1 Through 8 Are Specified On The
Preceding Page.

DATA SHEET 33
VEHICLE ACCELEROMETER LOCATION AND MEASUREMENTS

<u>DIMENSION</u>	<u>LENGTH (mm)</u>	
<u>PRETEST VALUES</u>		
<u>A</u> (LH Rear Seat Xmbr)	370	
<u>B</u> (RH Rear Seat Xmbr)	348	
<u>C</u> (Engine Top)	3752	
<u>D</u> (Engine Bottom)	3785	
<u>E</u> (Caliper)	Right Side: 3708	Left Side: 3708
<u>F</u> (Left Caliper)	687	
<u>G</u> (IP)	2984	
<u>H</u> (Seat)	1705	
<u>J</u> (Right Caliper)	687	
<u>K</u> (Trunk)	903	
<u>POST TEST VALUES</u>		
<u>A</u> (LH Rear Seat Xmbr)	370	
<u>B</u> (RH Rear Seat Xmbr)	348	
<u>C</u> (Engine Top)	3531	
<u>D</u> (Engine Bottom)	3804	
<u>E</u> (Caliper)	Right Side: 3703	Left Side: 3706
<u>F</u> (Left Caliper)	685	
<u>G</u> (IP)	2980	
<u>H</u> (Seat)	1705	
<u>J</u> (Right Caliper)	685	
<u>K</u> (Trunk)	903	

DATA SHEET 34 **PHOTOGRAPHIC TARGETS**





Test Vehicle: 2008 Mitsubishi Lancer
Test Program: FMVSS 208 Compliance
Test Technician: Jamie Aide

NHTSA No.: C85602
Test Date: 7/2/08

IMPACT ANGLE:	Zero Degrees		
BELTED DUMMIES (YES/NO):	No		
TEST SPEED:	<u>X</u> 32 to 40 kmph	<u> </u> 0 to 48 kmph	<u> </u> 0 to 56 kmph
DRIVER DUMMY:	<u>X</u> 5 th female	<u> </u> 50 th male	
PASSENGER DUMMY:	<u>X</u> 5 th female	<u> </u> 50 th male	

- | | | |
|-------------------------------------|------|--|
| <input checked="" type="checkbox"/> | 1. | FMVSS 208 vehicle targeting requirements (See Figures 28A and 28B) |
| <input checked="" type="checkbox"/> | 1.1 | Targets A1 and A2 are on flat rectangular panels. |
| <input checked="" type="checkbox"/> | 1.2 | Three circular targets at least 90 mm in diameter and with black and yellow quadrants are mounted at the front on the outboard sides of A1 and A2. The center of each circular target is 100 mm from the one next to it. |
| <input checked="" type="checkbox"/> | | Distance between targets (mm): <u>100 mm</u> |
| <input checked="" type="checkbox"/> | 1.3 | Three circular targets at least 90 mm in diameter and with black and yellow quadrants are mounted at the back on the outboard sides of on A1 and A2. The center of each circular target is 100 mm from the one next to it. |
| <input checked="" type="checkbox"/> | | Distance between targets (mm): <u>100 mm</u> |
| <input checked="" type="checkbox"/> | 1.4 | The distance between the first circular target at the front of A1 and A2 and the last circular target at the back of A1 and A2 is at least 915 mm. |
| <input checked="" type="checkbox"/> | | Distance between the first and last circular targets (mm): <u>915 mm</u> |
| <input checked="" type="checkbox"/> | 1.5 | Firmly fix target A1 on the vehicle roof in the vertical longitudinal plane that is coincident with the midsagittal plane of the driver dummy. |
| <input checked="" type="checkbox"/> | 1.6 | Firmly fix target A2 on the vehicle roof in the vertical longitudinal plane that is coincident with the midsagittal plane of the passenger dummy. |
| <input checked="" type="checkbox"/> | 1.7 | Two circular targets (C1 and C2) at least 90 mm in diameter and with black and yellow quadrants are mounted on the outside of the driver door. The centers of each circular target are at least 610 mm apart. |
| <input checked="" type="checkbox"/> | | Distance between targets (mm): <u>612 mm</u> |
| <input checked="" type="checkbox"/> | 1.8 | Two circular targets (C1 and C2) at least 90 mm in diameter and with black and yellow quadrants are mounted on the outside of the passenger door. The centers of each circular target are at least 610 mm apart. |
| <input checked="" type="checkbox"/> | | Distance between targets (mm): <u>611 mm</u> |
| <input checked="" type="checkbox"/> | 1.9 | Place tape with squares having alternating colors on the top portion of the steering wheel. |
| <input checked="" type="checkbox"/> | 1.10 | Chalk the bottom portion of the steering wheel |
| <input checked="" type="checkbox"/> | 1.11 | Is this an offset test? |
| | | <input type="checkbox"/> Yes, continue with this section |
| | | <input checked="" type="checkbox"/> No, go to 2. |

<input type="checkbox"/>	1.12	Measure the width of the vehicle.
<input type="checkbox"/>		Vehicle width (mm):
<input type="checkbox"/>	1.13	Find the centerline of the vehicle. ($\frac{1}{2}$ of the vehicle width)
<input type="checkbox"/>	1.14	Find the line parallel to the centerline of the vehicle and 0.1 x vehicle width from the centerline of the vehicle.
<input type="checkbox"/>	1.15	Apply 25 mm wide tape with alternating black and yellow squares parallel to and on each side of the line found in 1.14. The edge of each tape shall be 50 mm from the line found in 1.14. The tape shall extend from the bottom of the bumper to the front edge of the windshield. (Figure 28D)
<input checked="" type="checkbox"/>	2.	Barrier Targeting
<input checked="" type="checkbox"/>	2.1	Fix two stationary targets D1 and D2 to the barrier as shown in the Figure 28A. One target is in the vertical longitudinal plane that is coincident with the midsagittal plane of the driver dummy. The other is in the vertical longitudinal plane that is coincident with the midsagittal plane of the passenger dummy
<input checked="" type="checkbox"/>	2.2	Targets D1 and D2 are on a rectangular panel.
<input checked="" type="checkbox"/>	2.3	Three circular targets at least 90 mm in diameter and with black and yellow quadrants are mounted on the sides of the rectangular panel away from the longitudinal centerline of the vehicle. The center of each circular target is 100 mm from the one next to it.
<input checked="" type="checkbox"/>		Distance between circular targets on D1 (mm): <u>100 mm</u>
<input checked="" type="checkbox"/>		Distance between circular targets on D2 (mm): <u>100 mm</u>
<input checked="" type="checkbox"/>	3.	FMVSS 208 Dummy Targeting Requirements
<input checked="" type="checkbox"/>	3.1	Place a circular target with black and yellow quadrants on both sides of the driver dummy head as close as possible to the center of gravity of the head in the x and z direction (relative to the measuring directions of the accelerometers).
<input checked="" type="checkbox"/>	3.2	Place a circular target with black and yellow quadrants on both sides of the passenger dummy head as close as possible to the center of gravity of the head in the x and z direction (relative to the measuring directions of the accelerometers).
<input checked="" type="checkbox"/>	3.3	Place a circular target with black and yellow quadrants on the outboard shoulder of the driver dummy. Place the target as high up on the arm as possible at the intersection of the arm and shoulder. The sleeve of the shirt on the dummy may be cut to make the target visible, but do not remove any material.
<input checked="" type="checkbox"/>	3.4	Place a circular target with black and yellow quadrants on the outboard shoulder of the passenger dummy. Place the target as high up on the arm as possible at the intersection of the arm and shoulder. The sleeve of the shirt on the dummy may be cut to make the target visible, but do not remove any material.
<input checked="" type="checkbox"/>	4.	FMVSS 204 Targeting Requirements
<input checked="" type="checkbox"/>	4.1	Is an FMVSS 204 indicant test ordered on the "COTR Vehicle Work Order?"
<input type="checkbox"/>		Yes, continue with this form.
<input checked="" type="checkbox"/>		No, this form is complete.
<input type="checkbox"/>	4.2	Resection panel (Figure 28C)
<input type="checkbox"/>	4.2.1	The panel deviates no more than 6 mm from perfect flatness when suspended vertically
<input type="checkbox"/>	4.2.2	The 8 targets on the panel are circular targets at least 90 mm in diameter and with black and yellow quadrants.
<input type="checkbox"/>	4.2.3	The center of each of the 4 outer targets are placed within 1 mm of the corners of a square measuring 914 mm on each side.

-  4.2.4 Locate another square with 228 mm sides and with the center of this square coincident with the center of the 914 mm square.
-  4.2.5 The center of the 4 inner targets are placed at the midpoints of each of the 228 mm sides.
-  4.3 Place a circular target at least 90 mm in diameter and with black and yellow quadrants on a material (cardboard, metal, etc.) that can be taped to the top of the steering column.
-  4.4 Tape the target from 4.3 to the top of the steering column in a manner that does not interfere with the movement of the steering column in a crash

I certify that I have read and performed each instruction.

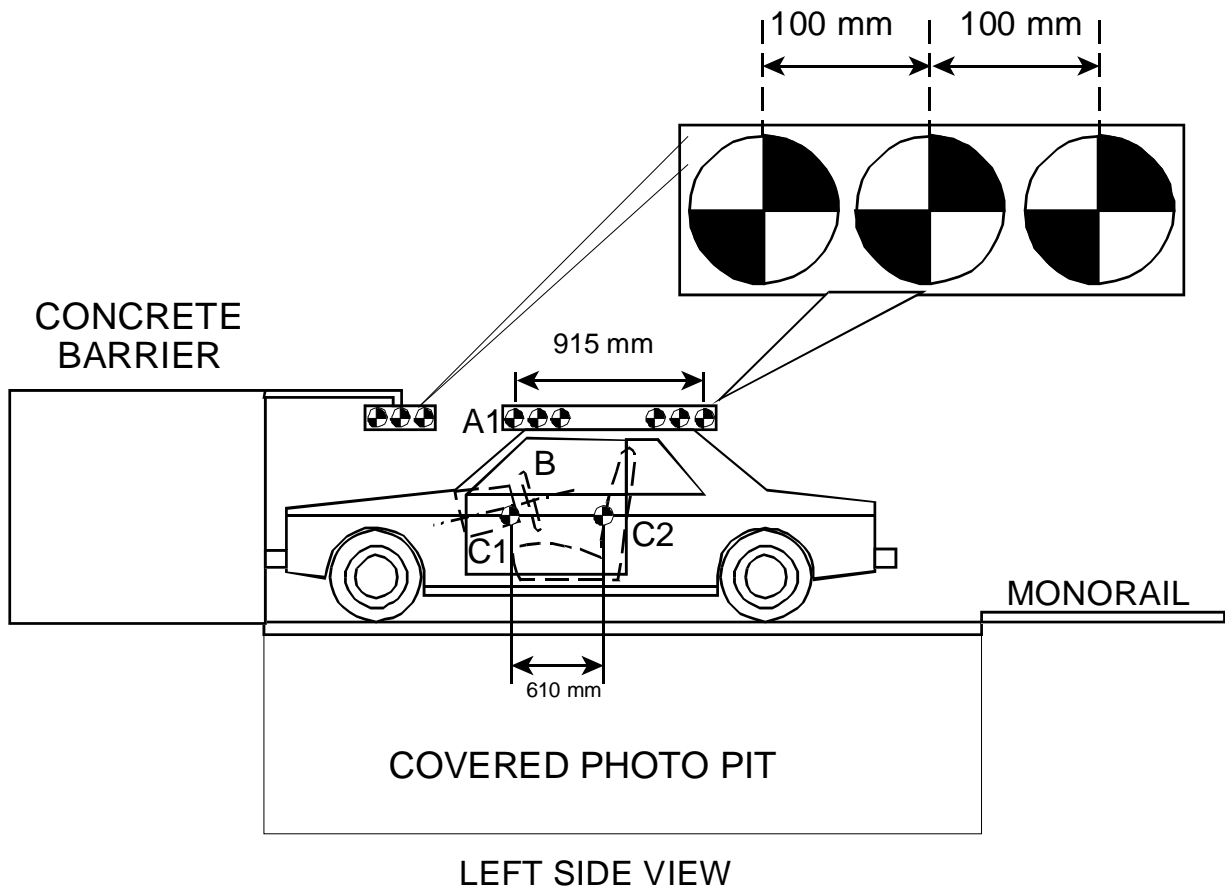
Signature:

 _____

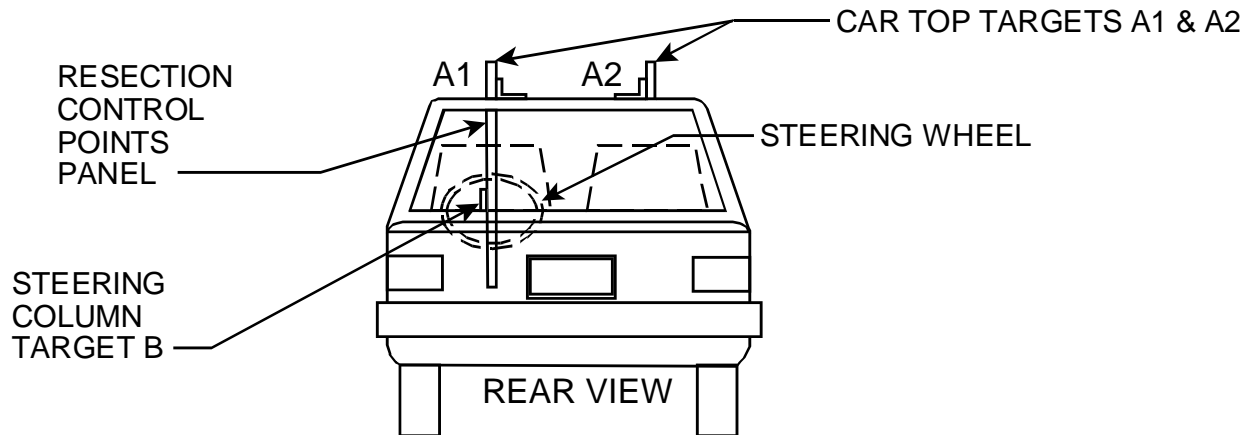
Date:

_____7/2/08_____

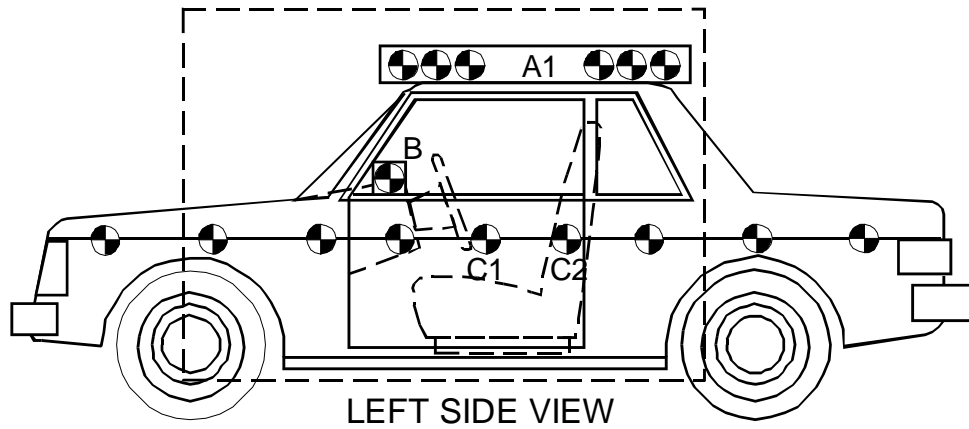
REFERENCE PHOTO TARGETS



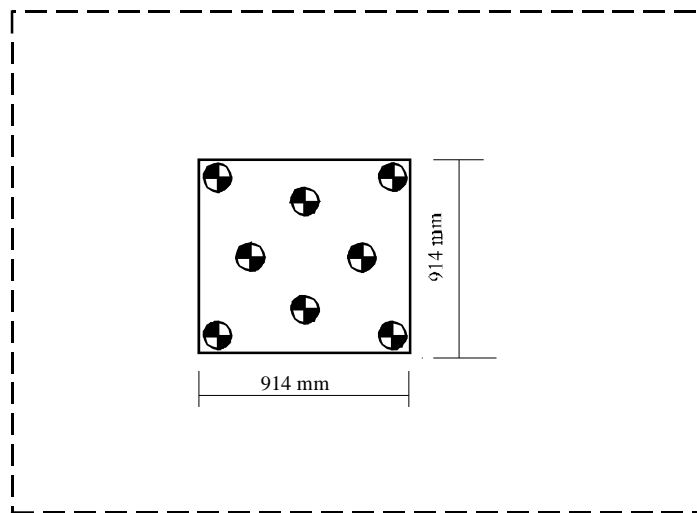
RESECTION PANEL TARGETING ALIGNMENT



TEST RUN STEERING COLUMN CAMERA VIEW OF TYPICAL TIME ZERO VEHICLE POSITION



PRE-RUN STEERING COLUMN HIGH SPEED CAMERA VIEW



LEFT SIDE VIEW

DATA SHEET 35
CAMERA LOCATIONS

Test Vehicle: 2008 Mitsubishi Lancer
Test Program: FMVSS 208 Compliance

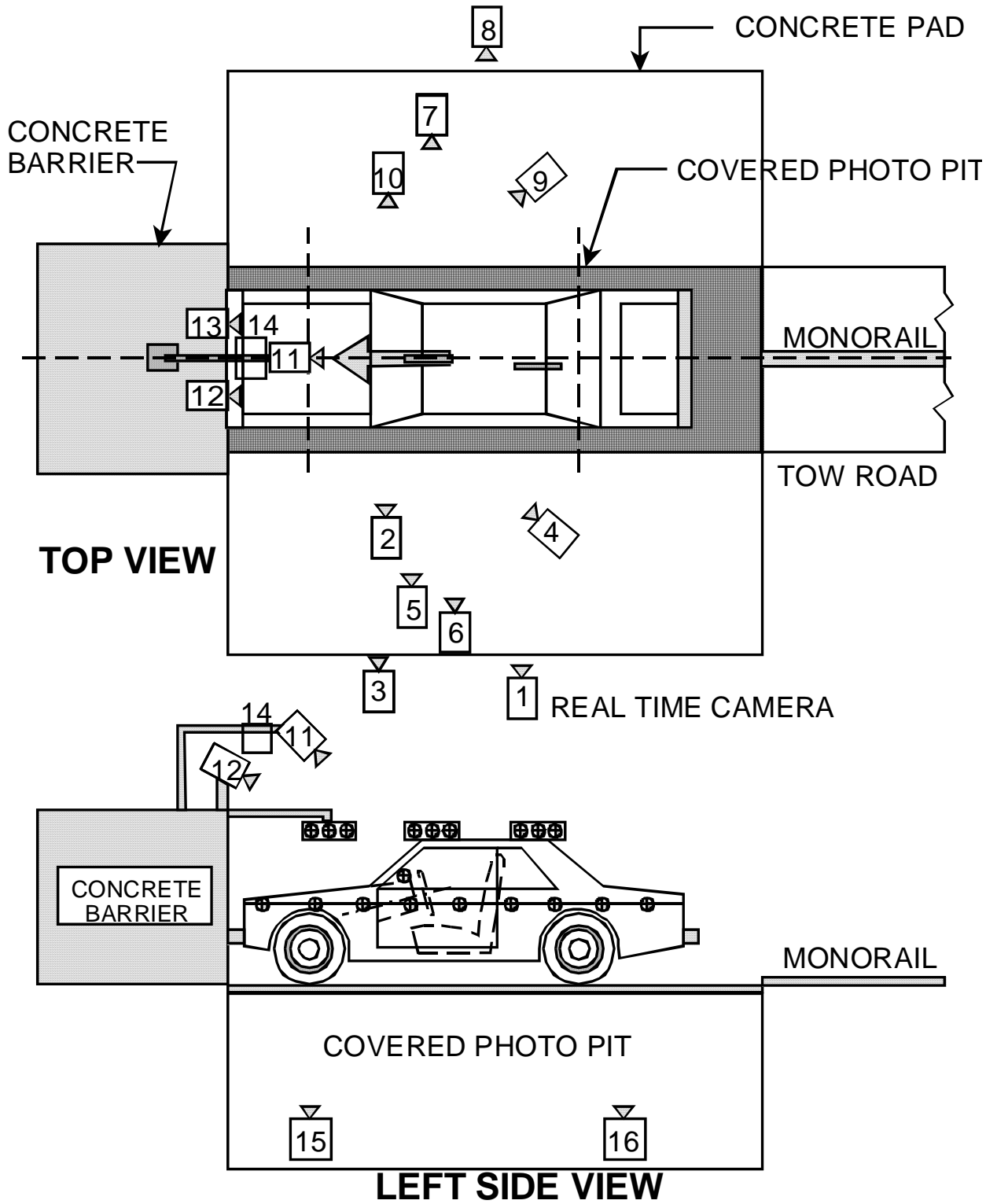
NHTSA No.: C85602
Test Date: 7/2/08
Time: 9:20 am

CAMERA NO.	VIEW	CAMERA POSITIONS (mm) *			LENS (mm)	SPEED (fps)
		X	Y	Z		
1	Real Time Left Side View				13	24
2	Left Side View (Barrier face to front seat backs)	1235	-5035	1110	24	1000
3	Left Side View (Driver)	1225	-5480	1345	35	1000
4	Left Side View (B-post aimed toward center of steering wheel)	6330	-4690	2135	50	1000
5	Left Side View (Steering Column)	930	-5295	1220	25	1000
6	Left Side View (Steering Column)	915	-5330	860	25	1000
7	Right Side View (Overall)	1860	5785	1240	20	1000
8	Right Side View (Passenger)	1260	5475	1375	35	1000
9	Right Side View (Angle)	6275	4905	2145	50	1000
10	Right Side View (Front door)	1175	5110	1105	24	1000
11	Front View Windshield	-325	0	2830	12.5	1000
12	Front View Driver	-135	-395	2240	24	1000
13	Front View Passenger	-110	505	2240	24	1000
14	Overhead Barrier Impact View	1190	0	5050	14	1000
15	Pit Camera Engine View	1190	0	-3150	24	1000
16	Pit Camera Fuel Tank View	3205	0	-3150	24	1000

***COORDINATES:**

+X - forward of impact plane
+Y - right of monorail centerline
+Z - above ground level

CAMERA POSITIONS FOR FMVSS 208



DATA SHEET 36
APPENDIX G
DUMMY POSITIONING PROCEDURES
FOR 5th% DRIVER TEST DUMMY CONFORMING TO SUBPART O OF PART 572

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Tim Bratz

NHTSA No.: C85602
 Test Date: 7/2/08

IMPACT ANGLE:	Zero Degrees		
BELTED DUMMIES (YES/NO):	No		
TEST SPEED:	<u>X</u> 32 to 40 kmph	<u> </u> 0 to 48 kmph	<u> </u> 0 to 56 kmph
DRIVER DUMMY:	<u>X</u> 5 th female	<u> </u> 50 th male	
PASSENGER DUMMY:	<u>X</u> 5 th female	<u> </u> 50 th male	

- X 1. Using the markings made from data sheet 14.3 (If not done previously or steering repairs have been made, complete data sheet 14.3 at this time.) to position the steering controls in the mid-position or if applicable next lowest detent position. (S16.2.9)
- X 2. Place the SCRP in the full rearward, mid-height position, and mid-seat cushion angle, determined during the completion of Data Sheet 14.1. (S16.3.2.1.1)
- X 3. If the vehicle has an adjustable accelerator pedal, place it in the full forward position. (S16.3.2.2.1)
X N/A accelerator pedal not adjustable
- X 4. Fully recline the seat back. (S16.3.2.1.2)
 N/A seat back not adjustable.
- X 5. Place the dummy in the seat with the legs at an angle of 120 degrees to the thighs. The calves should not be touching the seat cushion. (S16.3.2.1.2)
- X 6. Position the dummy in the seat such that the midsagittal plane is coincident with the longitudinal seat cushion markings as determined in Data Sheet 14.1. (S16.3.2.1.3 and S16.3.2.1.4)
- X 7. Hold down the dummy's thighs and push rearward on the upper torso to maximize the pelvic angle. (S16.3.2.1.5)
- X 8. Set the angle between the legs and the thighs to 120 degrees. (S16.3.2.1.6)
- X 9. Set the transverse distance between the centers of the front of the knees at 160 to 170 mm. (6.3 to 6.7 inches) Center the knee separation with respect to the longitudinal seat cushion marking as determined Data Sheet 14.1. (S16.3.2.1.6)
 Record Knee Separation 167
- X 10. Push rearward on the dummy's knees until the pelvis contacts the seat back, or the backs of the calves contact the seat cushion, whichever occurs first. (S16.3.2.1.6)
 Pelvis contacted seat back.
X Calves contacted seat cushion.

- X 11. Gently rock the upper torso ± 5 degrees (approximately 51 mm (2 inches)) side-to-side three times. (S16.3.2.1.7)
- X 12. If needed, extend the legs until the feet do not contact the floor pan. The thighs should be resting on the seat cushion. (S16.3.2.1.8)
- X 13. Position the right foot until the foot is in line with a longitudinal vertical plane passing through the center of the accelerator pedal. Maintain the leg and thigh in a vertical plane. (S16.3.2.1.8)
- X 14. Rotate the left leg and thigh laterally to equalize the distance between each knee and the longitudinal seat cushion marking as determined in Data Sheet 14.1. (S16.3.2.1.8)
- X 15. Attempt to return the seat to the foremost fore-aft position, mid-height, and seat cushion mid-angle as determined in Data Sheet 14.2. The foot may contact and depress the accelerator and/or change the angle of the foot with respect to the leg. (S16.3.2.1.8)
- X Foremost position achieved. Proceed to step 20.
- ___ Foremost not achieved because of foot interference. Proceed to step 17.
- ___ Foremost not achieved because of steering wheel contact.
- ___ 16. If either of the dummy's legs contact the steering wheel, move the steering wheel up the minimum amount required to avoid contact. If the steering wheel is not adjustable separate the knees the minimum required to avoid contact. (S16.3.2.1.8)
- ___ N/A- there was no leg contact
- ___ Steering wheel repositioned
- ___ Knees separated
- ___ 17. If the left foot interferes with the clutch or brake pedals, rotate the left foot about the leg to provide clearance. If this is not sufficient, rotate the thigh outboard at the hip the minimum amount required for clearance. (S16.3.2.1.8)
- ___ N/A, No foot interference with pedals.
- ___ Foot adjusted to provide clearance.
- ___ Foot and Thigh adjusted to provide clearance.
- ___ 18. Continue to move the seat. Use seat controls to line up the seat markings determined during the completion of Data Sheet 14.1 to set the foremost fore-aft position, mid-height position and the seat cushion mid-angle. If the dummy contacts the interior move the seat rearward until a maximum clearance of 5 mm (0.2 inches) is achieved or the seat is in the closest detent position that does not cause dummy contact. (S16.3.2.1.8)
- ___ Foremost, mid-height position and the seat cushion mid-angle reached
- ___ Dummy contact. Clearance set at maximum of 5mm
- Measured Clearance _____
- ___ Dummy Contact. Seat set at nearest detent position.
- Seat position ___ detent positions rearward of foremost
(foremost is position zero)

- ☐ 19. If the steering wheel was repositioned in step 16, return the steering wheel to the original position. If the steering wheel contacts the dummy before reaching the original position, position the wheel until a maximum clearance of 5mm (.2 inches) is achieved, or the steering wheel is in the closest detent position that does not cause dummy contact. (S16.3.2.1.8)
- ☐ N/A Steering wheel was not repositioned.
- ☐ Original position achieved.
- ☐ Dummy contact. Clearance set at maximum of 5mm
Measured Clearance _____
- ☐ Dummy Contact. Steering wheel set at nearest detent position.
Steering wheel position _____ detent positions upward of original position.
(Original position is position zero)
- ☒ 20. If the seat back is adjustable, rotate the seat back forward while holding the thighs in place. Continue rotating the seat back forward until the transverse instrument platform of the dummy head is level ± 0.5 degrees. If the head cannot be leveled using the seat back adjustment, or the seat back is not adjustable, use the lower neck bracket adjustment to level the head. If a level position cannot be achieved, minimize the angle. (S16.3.2.1.9)
- ☒ Head Level Achieved. (Check all that apply)
- ☒ Head leveled using the adjustable seat back
- ☐ Head leveled using the neck bracket.
Head Angle 0.2 degrees
- ☐ Head Level NOT Achieved. (Check all that apply)
- ☐ Head adjusted using the adjustable seat back
- ☐ Head adjusted using the neck bracket.
Head Angle _____ degrees
- ☒ 21. Verify the pelvis is not interfering with the seat bight. (S16.3.2.1.9)
- ☒ No interference
- ☐ Pelvis moved forward the minimum amount so that it is not caught in the seat bight.
- ☒ 22. Verify the dummy abdomen is properly installed. (S16.3.2.1.9)
- ☒ Abdomen still seated properly into dummy
- ☐ Abdomen was adjusted because it was not seated properly into dummy
- ☒ 23. Head Angle
- ☒ N/A, neither the pelvis nor the abdomen were adjusted.
- ☒ 23.1 Head still level (Go to 24)
- ☐ 23.2 Head level adjusted
- ☐ Head Level Achieved. (Check all that apply)
- ☐ Head leveled using the adjustable seat back
- ☐ Head leveled using the neck bracket.
Head Angle _____ degrees
- ☐ Head Level NOT Achieved. (Check all that apply)
- ☐ Head level adjusted using the adjustable seat back
- ☐ Head level adjusted using the neck bracket.
Head Angle _____ degrees
- ☒ 24. If the dummy torso contacts the steering wheel while performing step 20, reposition the steering wheel in the following order to eliminate contact. (S16.3.2.1.9)
- ☒ N/A, No dummy torso contact with the steering wheel.

X 24.1 Adjust telescoping mechanism.

☐ N/A No telescoping adjustment.

☐ Adjustment performed (fill in appropriate change)

Steering wheel moved detent positions in the forward direction.

Steering wheel moved mm in the forward direction.

X 24.2 Adjust tilt mechanism.

☐ N/A No tilt adjustment.

X No adjustment performed.

☐ Adjustment performed.

Steering wheel moved detent positions Upward/Downward.
(circle one)

Steering wheel moved degrees Upward/Downward

X 24.3 Adjust Seat in the aft direction.

X No Adjustment performed.

☐ Seat moved aft mm from original position.

☐ Seat moved aft detent positions from the original position.

X 25. Measure and set the pelvic angle using the pelvic angle gage TE-2504. The pelvic angle should be 20.0 degrees \pm 2.5 degrees. If the pelvic angle cannot be set to the specified range because the head will not be level or because the dummy will have need major repositioning, adjust the pelvis as closely as possible to the angle range, but keep the head level. (S16.3.2.1.11)

X Pelvic angle set to 20.0 degrees \pm 2.5 degrees.

☐ Pelvic angle of 20.0 degrees not achieved, the angular difference was minimized.

X Record the pelvic angle. 20.9 degrees

X 26. Check the dummy for contact with the interior after completing adjustments.

(S16.3.2.1.12)

X No contact.

☐ Dummy in contact with interior.

☐ Seat moved aft mm from the previous position.

☐ Seat moved aft detent positions from the previous position.

X 27. Check the dummy to see if additional interior clearance is obtained, allowing the seat to be moved forward. (S16.3.2.1.12)

X N/A, Seat already at foremost position.

☐ Clearance unchanged. No adjustments required.

☐ Additional clearance available

☐ Seat moved Forward mm from the previous position.

☐ Seat moved Forward detent positions from the previous position.

X 28. Driver's foot positioning, right foot. Place the foot perpendicular to the leg and determine if the heel contacts the floor pan at any leg position. If the heel contacts the floor pan proceed to step 29 otherwise, proceed to step 30. (S16.3.2.2.1)

X 29. Perform the following steps until either all steps are completed, or the foot contacts the accelerator pedal. Step 29.6 shall be completed in all cases. (S16.3.2.2.1(a))

X 29.1 With the rear of the heel contacting the floor pan, move the foot forward until pedal contact occurs or the foot is at the full forward position.

- ☐ 30. Perform the following steps until either all steps are completed, or the foot contacts the accelerator pedal. Step 30.5 shall be completed in all cases.
- ☐ 30.1 Extend the leg until the foot contacts the pedal. Do not raise the toe of the foot higher than the top of the accelerator pedal. If the foot does not contact the pedal, proceed to the next step. If pedal contact does occur, place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.1(b) & S16.3.2.2.3)
- ☐ 30.2 If the vehicle has an adjustable accelerator pedal, move the pedals rearward until pedal contact occurs or the pedals reach the full rearward position. If pedal contact does occur, place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.1(b) & S16.3.2.2.3)
- ☐ N/A No pedal adjustment
- ☐ 30.3 Angle the foot to achieve contact between the foot and the pedal. If the foot does not contact the pedal, return the foot to the perpendicular orientation. If pedal contact does occur, place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.2 & S16.3.2.2.3)
- ☐ 30.4 Align the centerline of the foot in the same horizontal plane as the centerline of the accelerator pedal. Place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.3)
- ☐ 30.5 Record foot position
- ☐ Pedal Contact achieved. Contact occurred at step ____.
- ☐ Heel set ____ mm from floor pan.
- ☐ Pedal Contact not achieved. Heel set ____ mm from the floor pan.
- ☒ 31. Driver's foot positioning, left foot.
- ☒ 31.1 Place the foot perpendicular to the leg and determine if the heel contacts the floor pan at any leg position. If the heel contacts the floor pan proceed to step 31.2, otherwise position the leg as perpendicular to the thigh as possible with the foot parallel to the floor pan. (S16.2.2.6)
- ☒ 31.2 Place the foot on the toe board with the heel resting on the floor pan as close to the intersection of the floor pan and the toe board as possible. Adjust the angle of the foot if necessary to contact the toe board. If the foot will not contact the toe board, set the foot perpendicular to the leg, and set the heel on the floor pan as far forward as possible. Avoid contact with the brake pedal, clutch pedal, wheel well projection, and footrest. To avoid this contact use the following three manipulations in the order listed, with each subsequent option incorporating the previous, until contact is avoided: rotate the foot about the lower leg (abduction/adduction), plantar flex the foot, rotate the leg outboard about the hip. Movement should be the minimum amount necessary. If it is not possible to avoid all foot contact, give priority to avoiding brake or clutch pedal contact. (S16.2.2.4 & S16.2.2.5 & S16.2.2.7)
- ☒ No contact
- ☐ Foot rotated about the leg (abduction/adduction)
- ☐ Foot rotated about the leg, and foot plantar flexed
- ☐ Foot rotated about the leg, foot plantar flexed, and the leg rotated about the hip.

X 31.3 Record foot position.

___ Heel does not contact floor pan.

___ Heel on floor pan and foot on toe board.

X Heel on floor pan and foot not on toe board.

X 32. Driver arm/hand positioning.

X 32.1 Place the dummy's upper arms adjacent to the torso with the arm centerlines as close to a vertical longitudinal plane as possible. (S16.3.2.3.1)

X 32.2 Place the palms of the dummy in contact with the outer part of the steering wheel rim at its horizontal centerline with the thumbs over the steering wheel rim. (S16.3.2.3.2)

X 32.3 If it is not possible to position the thumbs inside the steering wheel rim at its horizontal centerline, then position them above and as close to the horizontal centerline of the steering wheel rim as possible. (S16.3.2.3.3)

X 32.4 Lightly tape the hands to the steering wheel rim so that if the hand of the test dummy is pushed upward by a force of not less than 9 N (2 lb) and not more than 22 N (5 lb), the tape releases the hand from the steering wheel rim. S16.3.2.3.4

X 33. Adjustable head restraints

___ N/A, there is no head restraint adjustment

X 33.1 If the head restraint has an automatic adjustment, leave it where the system positions the restraint after the dummy is placed in the seat. (S16.3.4.1) Go to 34.

X 33.2 Adjust each head restraint vertically so that the mid-horizontal plane determined in Data Sheet 14.1 is aligned with the center of gravity (CG) of the dummy head. (S16.3.4.3)

X 33.3 If the above position is not attainable, move the vertical center of the head restraint to the closest detent below the center of the head CG. (S16.3.4.3)

___ N/A midpoint position attained in previous step

X Headrest set at nearest detent below the head CG

X 33.4 If the head restraint has a fore and aft adjustment, place the restraint in the foremost position or until contact with the head is made, whichever occurs first. (S16.3.4.4)

___ 34. Driver and passenger manual belt adjustment (for tests conducted with a belted dummy). (S16.3.5) UNBELTED TEST

___ 34.1 If an adjustable seat belt D-ring anchorage exists, place it in the manufacturer's design position for a 5th percentile adult female. (S16.3.5.1) **This information will be supplied by the COTR.**

Manufacturer's specified position _____

Actual Position _____

___ 34.2 Place the Type 2 manual belt around the test dummy and fasten the latch. (S16.3.5.2)

___ 34.3 Ensure that the dummy's head remains as level as possible. (S16.3.5.3)

__34.4 Remove all slack from the lap belt. Pull the upper torso webbing out of the retractor and allow it to retract; repeat this operation four times. Apply a 9 N (2 lbf) to 18 N (4 lbf) tension load to the lap belt. If the belt system is equipped with a tension-relieving device, introduce the maximum amount of slack into the upper torso belt that is recommended by the manufacturer. If the belt system is not equipped with a tension-relieving device, allow the excess webbing in the shoulder belt to be retracted by the retractive force of the retractor. (S16.3.5.4)

REMARKS:

I certify that I have read and performed each instruction.

Signature:  Date: 7/2/08

APPENDIX G

DUMMY POSITIONING PROCEDURES FOR 5th% PASSENGER TEST DUMMY CONFORMING TO SUBPART O OF PART 572

Test Vehicle: 2008 Mitsubishi Lancer
Test Program: FMVSS 208 Compliance
Test Technician: Jordan Haynes

NHTSA No.: C85602
Test Date: 7/2/08

IMPACT ANGLE:	Zero Degrees		
BELTED DUMMIES (YES/NO):	No		
TEST SPEED:	<u>X</u> 32 to 40 kmph	<u> </u> 0 to 48 kmph	<u> </u> 0 to 56 kmph
DRIVER DUMMY:	<u>X</u> 5 th female	<u> </u> 50 th male	
PASSENGER DUMMY:	<u>X</u> 5 th female	<u> </u> 50 th male	

(Check this item ONLY if it applies to this vehicle.)

 The passenger seat adjustments are controlled by the adjustments made to the driver's seat. Therefore, positioning of the passenger dummy is made simultaneously with the driver dummy. Adjustments made to the seat to position the driver will over ride any adjustments that would normally be made to position the passenger. (S16.2.10.3)

- X 1. Place the SCRP in the full rearward, mid-height position, and mid-seat cushion angle, determined during the completion of Data Sheet 14.1. (S16.3.3.1.1)
- X 2. Fully recline the seat back. (S16.3.3.1.2)
 N/A seat back not adjustable.
- X 3. Place the dummy in the seat with the legs at an angle of 120 degrees to the thighs. The calves should not be touching the seat cushion. (S16.3.3.1.2)
- X 4. Position the dummy in the seat such that the midsagittal plane is coincident with the longitudinal seat cushion marking that was determined in Data Sheet 14.1. (S16.3.3.1.3 and S16.3.3.1.4)
- X 5. Hold down the dummy's thighs and push rearward on the upper torso to maximize the pelvic angle. (S16.3.3.1.5)
- X 6. Set the angle between the legs and the thighs to 120 degrees. (S16.3.3.1.6)
- X 7. Set the transverse distance between the centers of the front of the knees at 160 to 170 mm. (6.3 to 6.7 inches). Center the knee separation with respect to the longitudinal seat cushion marking that was determined Data Sheet 14.1. (S16.3.3.1.6)
Record Knee Separation 170
- X 8. Push rearward on the dummy's knees until the pelvis contacts the seat back, or the backs of the calves contact the seat cushion, whichever occurs first. (S16.3.3.1.6)
 Pelvis contacted seat back.
X Calves contacted seat cushion.
- X 9. Gently rock the upper torso \pm 5 degrees (approximately 51 mm (2 inches)) side-to-side three times. (S16.3.3.1.7)

- X 10. If needed, extend the legs until the feet do not contact the floor pan. The thighs should be resting on the seat cushion. (S16.3.3.1.8)
- X 11. Use seat controls to line up the seat markings determined during the completion of Data Sheet 14.1 to set the foremost fore-aft position, mid-height position and the seat cushion mid-angle. If the dummy contacts the interior move the seat rearward until a maximum clearance of 5 mm (0.2 inches) is achieved or the seat is in the closest detent position that does not cause dummy contact. (S16.3.3.1.8)
- X Foremost, mid-height position and the seat cushion mid-angle reached
- ___ Dummy contact. Clearance set at maximum of 5mm
Measured Clearance _____
- ___ Dummy Contact. Seat set at nearest detent position.
Seat position ___ detent positions rearward of foremost
(foremost is position zero)
- X 12. If the seat back is adjustable, rotate the seat back forward while holding the thighs in place. Continue rotating the seat back forward until the transverse instrument platform of the dummy head is level ± 0.5 degrees. If head cannot be leveled using the seat back adjustment, or the seat back is not adjustable, use the lower neck bracket adjustment to level the head. If a level position cannot be achieved, adjust the head as closely as possible to the ± 0.5 degree range. (S16.3.3.1.9 and S16.3.3.1.10)
- (Check All That Apply)
- ___ Seat back not adjustable
- ___ Seat back not independent of driver side seat back
- X Head Level Achieved. (Check all that apply)
- X Head leveled using the adjustable seat back
- ___ Head leveled using the neck bracket.
Head Angle 0.0 degrees
- ___ Head Level NOT Achieved. (Check all that apply)
- ___ Head adjusted using the adjustable seat back
- ___ Head adjusted using the neck bracket.
Head Angle _____ degrees
- X 13. Verify the pelvis is not interfering with the seat bight. (S16.3.3.1.9)
- X No interference
- ___ Pelvis moved forward the minimum amount so that it is not caught in the seat bight.
- X 14. Verify the dummy abdomen is properly installed. (S16.3.3.1.9)
- X Abdomen still seated properly into dummy
- ___ Abdomen was adjusted because it was not seated properly into dummy
- X 15. Head Angle
- X N/A, neither the pelvis nor the abdomen were adjusted.
- X 15.1 Head still level (Go to 16)

15.2 Head level adjusted

Head Level Achieved. (Check all that apply)

Head leveled using the adjustable seat back

Head leveled using the neck bracket.

Head Angle _____ degrees

Head Level NOT Achieved. (Check all that apply)

Head adjusted using the adjustable seat back

Head adjusted using the neck bracket.

Head Angle _____ degrees

X 16. Measure and set the pelvic angle using the pelvic angle gage TE-2504. The pelvic angle should be 20.0 degrees \pm 2.5 degrees. If the pelvic angle cannot be set to the specified range because the head will not be level or because the dummy will have need major repositioning, adjust the pelvis as closely as possible to the angle range, but keep the head level.

X Pelvic angle set to 20.0 degrees \pm 2.5 degrees.

Pelvic angle of 20.0 degrees not achieved, the angular difference was minimized.

X Record the pelvic angle. 21.4 degrees

X 17. Check the dummy for contact with the interior after completing adjustments.

X No contact.

Dummy in contact with interior.

Seat moved aft _____ mm from the previous position.

Seat moved aft _____ detent positions from the previous position.

X 18. Verify the transverse instrument platform of the dummy head is level \pm 0.5 degrees. Use the lower neck bracket adjustment to level the head. If a level position cannot be achieved, minimize the angle. (S16.3.3.1.9, S16.3.3.1.10, and S16.3.3.1.11)

X Head Level Achieved

Head Angle 0.0 degrees

Head Level NOT Achieved.

Head Angle _____ degrees

X 19. Check the dummy to see if additional interior clearance is obtained, allowing the seat to be moved forward. (S16.3.3.1.12)

N/A Bench Seat

X N/A Seat already at full forward position.

Clearance unchanged. No adjustments required.

Additional clearance available

Seat moved Forward _____ mm from the previous position.

Seat moved Forward _____ detent positions from the previous position.

Seat moved Forward, Full Forward position reached.

X 20. Passenger foot positioning. (Indicate final position achieved) (S16.3.3.2)

20.1 Place feet flat on the toe board; OR (S16.3.3.2.1)

X 20.2 If the feet cannot be placed flat on the toe board, set the feet perpendicular to the lower leg, and rest the heel as far forward on the floor pan as possible; OR (S16.3.3.2.2)

20.3 If the heels do not touch the floor pan, set the legs as perpendicular to the thighs as possible and set the feet parallel to the floor pan. (S16.3.3.2.2)

X 21. Passenger arm/hand positioning. (S16.3.3.3)

☒ 21.1 Place the dummy's upper arms adjacent to the torso with the arm centerlines as close to a vertical longitudinal plane as possible. (S16.3.3.3.1)

☒ 21.2 Place the palms of the dummy in contact with the outer part of the thighs (S16.3.3.3.2)

☒ 21.3 Place the little fingers in contact with the seat cushion. (S16.3.3.3.3)

☒ 22. Adjustable head restraints (S16.3.4)

☐ N/A, there is no head restraint adjustment

☐ 22.1 If the head restraint has an automatic adjustment, leave it where the system positions the restraint after the dummy is placed in the seat. (S16.3.4.1) Go to 23.

☒ 22.2 Adjust each head restraint vertically so that the horizontal plane determined in Data Sheet 14.1 is aligned with the center of gravity (CG) of the dummy head. (S16.3.4.3)

☒ 22.3 If the above position is not attainable, move the vertical center of the head restraint to the closest detent below the center of the head CG. (S16.3.4.3)

☐ N/A midpoint position attained in previous step

☒ Headrest set at nearest detent below the head CG

☐ 22.4 If the head restraint has a fore and aft adjustment, place the restraint in the foremost position or until contact with the head is made, whichever occurs first. (S16.3.4.4)

☒ 23. Manual belt adjustment (for tests conducted with a belted dummy) S16.3.5

☒ N/A, Unbelted test

☐ 23.1 If an adjustable seat belt D-ring anchorage exists, place it in the manufacturer's design position for a 5th percentile adult female. (S16.3.5.1) **This information will be supplied by the COTR.**

Manufacturer's specified position _____

Actual Position _____

☐ 23.2 Place the Type 2 manual belt around the test dummy and fasten the latch. (S16.3.5.2)

☐ 23.3 Ensure that the dummy's head remains as level as possible. (S16.3.5.3)

☐ 23.4 Remove all slack from the lap belt. Pull the upper torso webbing out of the retractor and allow it to retract; repeat this operation four times. Apply a 9 N (2 lbf) to 18 N (4 lbf) tension load to the lap belt. If the belt system is equipped with a tension-relieving device, introduce the maximum amount of slack into the upper torso belt that is recommended by the manufacturer. If the belt system is not equipped with a tension-relieving device, allow the excess webbing in the shoulder belt to be retracted by the retractive force of the retractor. (S16.3.5.4)

REMARKS:

I certify that I have read and performed each instruction.

Signature: Jordan Haynes

Date: 7/2/08

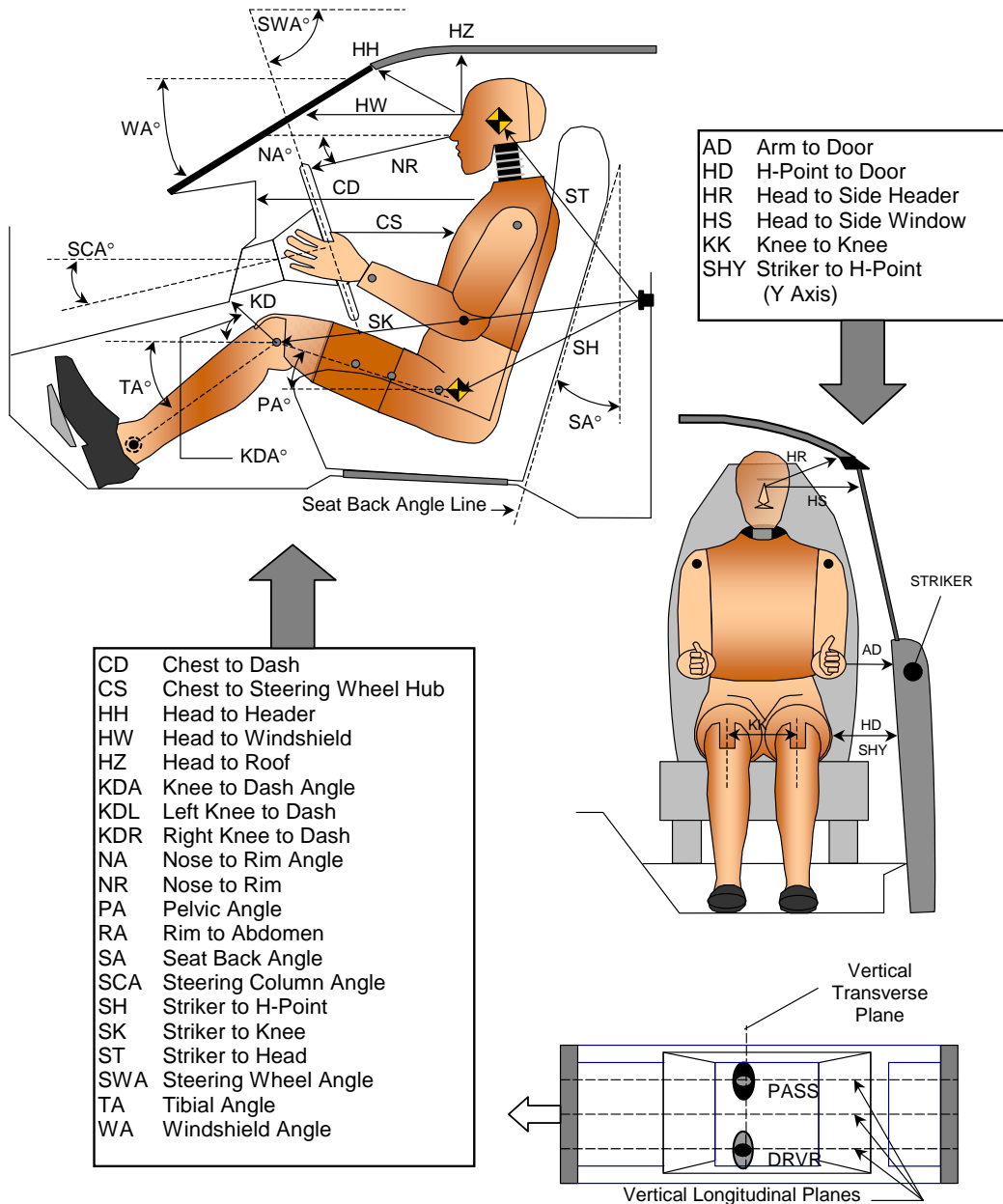
DATA SHEET 37

DUMMY MEASUREMENTS

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Joe Fleck

NHTSA No.: C85602
 Test Date: 7/2/08

DUMMY MEASUREMENTS FOR FRONT SEAT OCCUPANTS



DATA SHEET 37
DUMMY MEASUREMENTS

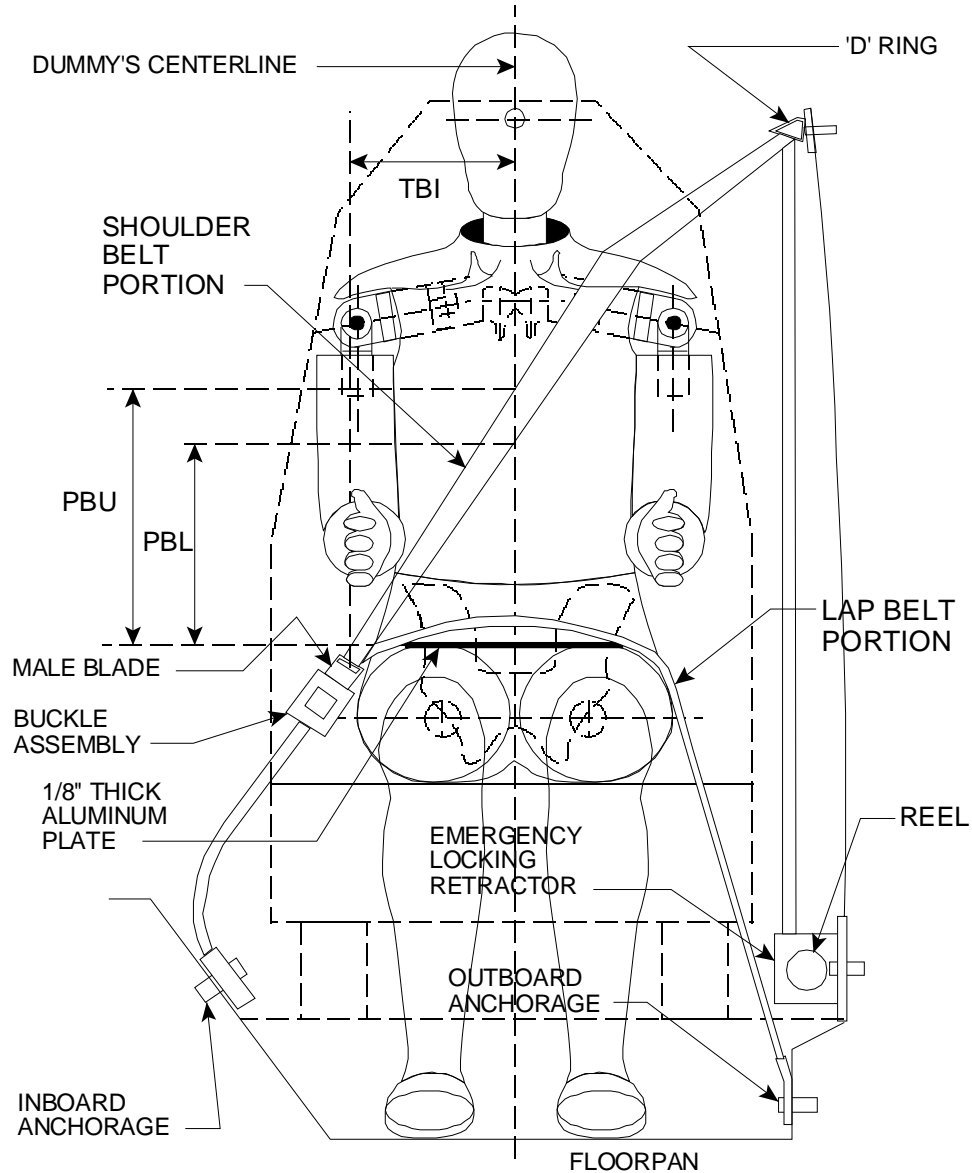
Test Vehicle: 2008 Mitsubishi Lancer
Test Program: FMVSS 208 Compliance
Test Technician: Jordan Haynes

NHTSA No.: C85602
Test Date: 7/2/08

TEST DUMMY POSITION MEASUREMENTS

Code	Measurement Description	Driver SN 510		Passenger SN 507	
		Length (mm)	Angle (°)	Length (mm)	Angle (°)
WA	Windshield Angle		25.1		
SWA	Steering Wheel Angle		69.1		
SCA	Steering Column Angle		21.3		
SA	Seat Back Angle (On Headrest)		1.5		3.5
HZ	Head to Roof (Z)	228		230	
HH	Head to Header	299	38.5	342	32.1
HW	Head to Windshield	710	0.0	740	0.0
HR	Head to Side Header (Y)	253		265	
NR	Nose to Rim	320	2.3		
CD	Chest to Dash	521		421	
CS	Chest to Steering Hub	559	10.5		
RA	Rim to Abdomen	157	0.0		
KDL	Left Knee to Dash	145	34.5	119	
KDR	Right Knee to Dash	121		126	37.1
PA	Pelvic Angle		20.9		21.4
TA	Tibia Angle		48.4		50.5
KK	Knee to Knee (Y)	282		215	
SK	Striker to Knee	632	99.9	640	98.7
ST	Striker to Head	402	23.8	419	24.7
SH	Striker to H-Point	343	116.3	340	119.5
SHY	Striker to H-Point (Y)	285		281	
HS	Head to Side Window	376		389	
HD	H-Point to Door (Y)	164		166	
AD	Arm to Door (Y)	168		165	
AA	Ankle to Ankle	289		158	

SEAT BELT POSITIONING DATA



FRONT VIEW OF DUMMY

SEAT BELT POSITIONING MEASUREMENTS

Measurement Description	Units	Driver	Passenger
PBU - Top surface of reference to belt upper edge	mm	N/A	N/A
PBL - Top surface of reference to belt lower edge	mm	N/A	N/A

DATA SHEET 38

CRASH TEST

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Jordan Haynes

NHTSA No.: C85602
 Test Date: 7/2/08

IMPACT ANGLE:	Zero Degrees		
BELTED DUMMIES (YES/NO):	No		
TEST SPEED:	<u>X</u> 32 to 40 kmph	<u> </u> 0 to 48 kmph	<u> </u> 0 to 56 kmph
DRIVER DUMMY:	<u>X</u> 5 th female	<u> </u> 50 th male	
PASSENGER DUMMY:	<u>X</u> 5 th female	<u> </u> 50 th male	

- | | |
|----------|---|
| <u>X</u> | 1. Vehicle underbody painted |
| <u>X</u> | 2. The speed measuring devices are in place and functioning. |
| <u>X</u> | 3. The speed measuring devices are <u>1.0</u> m from the barrier (spec. 1.5m) and <u>30</u> cm from the barrier (spec. is 30 cm) |
| <u>X</u> | 4. Convertible top is in the closed position. |
| <u>X</u> | <u>X</u> N/A, not a convertible |
| <u>X</u> | 5. Instrumentation and wires are placed so the motion of the dummies during impact is not affected. |
| <u>X</u> | 6. Tires inflated to pressure on tire placard or if it does not have a tire placard because it is not a passenger car, then inflated to the tire pressure specified in the owner information. |

<u>220 kpa</u> front left tire	<u>220 kpa</u> specified on tire placard or in owner information
<u>220 kpa</u> front right tire	<u>220 kpa</u> specified on tire placard or in owner information
<u>220 kpa</u> rear left tire	<u>220 kpa</u> specified on tire placard or in owner information
<u>220 kpa</u> rear right tire	<u>220 kpa</u> specified on tire placard or in owner information

- | | |
|----------|---|
| <u>X</u> | 7. Time zero contacts on barrier in place. |
| <u>X</u> | 8. Pre test zero and shunt calibration adjustments performed and recorded |
| <u>X</u> | 9. Dummy temperature meets requirements of section 12.2 of the test procedure. |
| <u>X</u> | 10. Vehicle hood closed and latched |
| <u>X</u> | 11. Transmission placed in neutral |
| <u>X</u> | 12. Parking brake off |
| <u>X</u> | 13. Ignition in the ON position |
| <u>X</u> | 14. Doors closed and latched but not locked |
| <u>X</u> | 15. Posttest zero and shunt calibration checks performed and recorded |
| <u>X</u> | 16. Actual test speed: <u>39.9 kmph</u> |
| <u>X</u> | 17. Vehicle rebound from the barrier: <u>330</u> cm |
| <u>X</u> | 18. Describe whether the doors open after the test and what method is used to open the doors. |
| <u>X</u> | Left Front Door: Door remained closed and latched; Door opened without tools |
| <u>X</u> | Right Front Door: Door remained closed and latched; Door opened without tools |
| <u>X</u> | Left Rear Door: Door remained closed and latched; Door opened without tools |
| <u>X</u> | Right Rear Door: Door remained closed and latched; Door opened without tools |

- ☒ 19. Describe the contact points of the dummy with the interior of the vehicle.
- ☒ Driver Dummy: Head to Air Bag and Windshield; Chest to Air Bag; Knees to Airbag
- ☒ Passenger Dummy: Head to Air Bag; Chest to Air Bag; Knees to Glove Box

REMARKS:

I certify that I have read and performed each instruction.

Signature: *Jordan Haynes* Date: 7/1/08

DATA SHEET NO. 40

ACCIDENT INVESTIGATION MEASUREMENTS

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Jamie Aide

NHTSA No.: C85602
 Test Date: 7/2/08

IMPACT ANGLE:	Zero Degrees		
BELTED DUMMIES (YES/NO):	No		
TEST SPEED:	<u>X</u> 32 to 40 kmph	<u> </u> 0 to 48 kmph	<u> </u> 0 to 56 kmph
DRIVER DUMMY:	<u>X</u> 5 th female	<u> </u> 50 th male	
PASSENGER DUMMY:	<u>X</u> 5 th female	<u> </u> 50 th male	

Vehicle Year/Make/Model/Body Style:	2008 Mitsubishi Lancer Passenger Car
VIN:	JA3AU16U48U037399
Wheelbase:	2641 mm
Build Date:	10/07
Vehicle Size Category:	3
Test Weight:	1430.6 kg
Front Overhang:	955 mm
Overall Width:	1739 mm
Overall Length Center:	4511 mm

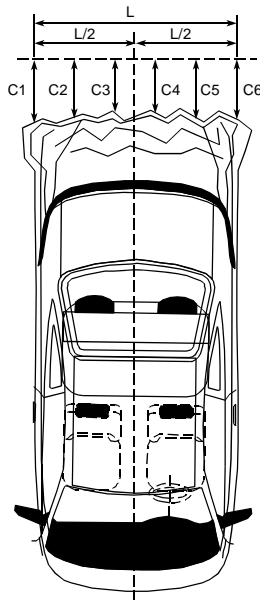
Accelerometer Data	
Location:	As per measurements on Data Sheet 33
Linearity:	>99.9%

Integration Algorithm:	Trapezoidal
Vehicle Impact Speed:	39.9 kmph
Time of Separation:	101.3 ms
Velocity Change:	44.2 kmph

CRUSH PROFILE

Collision Deformation Classification: 12FDEW6
 Midpoint of Damage: Vehicle Longitudinal Centerline
 Damage Region Length (mm): 1349
 Impact Mode: Frontal Barrier

No.	Measurement Description	Units	Pre-Test	Post-Test	Difference
C1	Crush zone 1 at left side	mm	4347	4219	148
C2	Crush zone 2 at left side	mm	4453	4192	261
C3	Crush zone 3 at left side	mm	4500	4184	316
C4	Crush zone 4 at right side	mm	4499	4189	310
C5	Crush zone 5 at right side	mm	4450	4195	255
C6	Crush zone 6 at right side	mm	4364	4215	149



REMARKS:

I certify that I have read and performed each instruction.

Signature: 

Date: 7/2/08

DATA SHEET 41
WINDSHIELD MOUNTING (FMVSS 212)

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Jamie Aide

NHTSA No.: C85602
 Test Date: 7/2/08

IMPACT ANGLE:	Zero Degrees		
BELTED DUMMIES (YES/NO):	No		
TEST SPEED:	<u>X</u> 32 to 40 kmph	<u> </u> 0 to 48 kmph	<u> </u> 0 to 56 kmph
DRIVER DUMMY:	<u> </u> 5 th female	<u> </u> 50 th male	
PASSENGER DUMMY:	<u> </u> 5 th female	<u> </u> 50 th male	

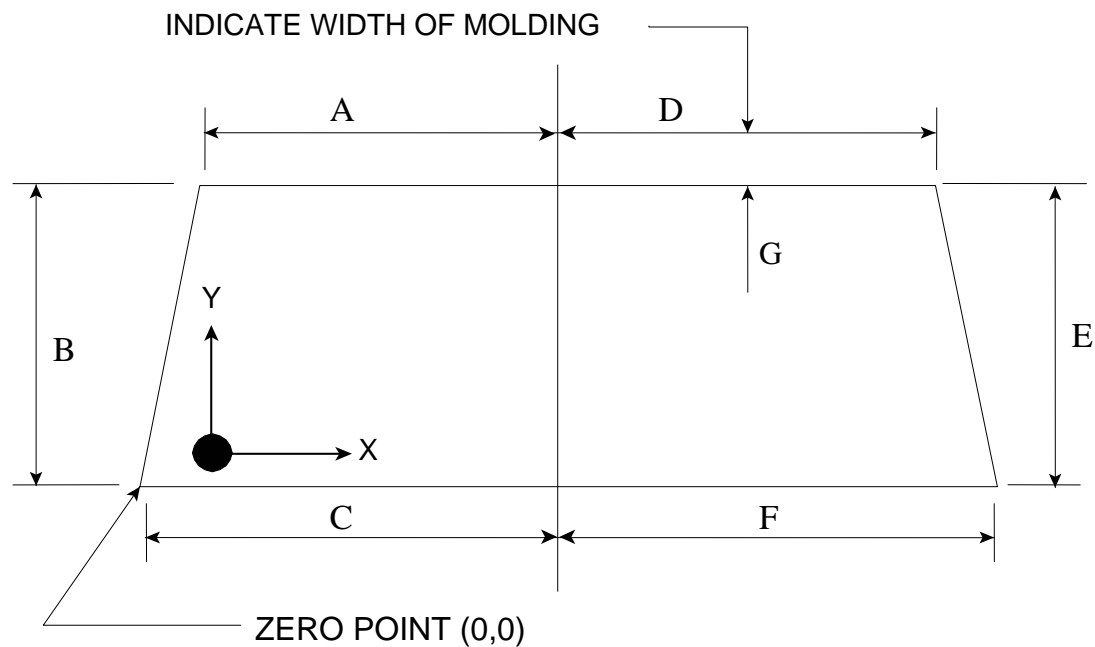
- ☒ 1. Pre-Crash
- ☒ 1.1 Describe from visual inspection how the windshield is mounted and describe any trim material.
- Retained with glue
Rubber and Plastic trim
- ☒ 1.2 Mark the longitudinal centerline of the windshield
- ☒ 1.3 Measure pre-crash A, B, and C for the left side and record in the chart below.
- ☒ 1.4 Measure pre-crash C, D, and E for the right side and record in the chart below.
- ☒ 1.5 Measure from the edge of the retainer or molding to the edge of the windshield.
- ☒ Dimension G (mm): 10 mm
- ☐ 2. Post Crash
- ☒ 2.1 Can a single thickness of copier type paper (as small a piece as necessary) slide between the windshield and the vehicle body?
- ☒ No – Pass. Skip to the table of measurements, complete it by repeating the pre-crash measurements in the post crash column, and calculate the retention percentage, which will be 100%.
- ☐ Yes, go to 2.2
- ☐ 2.2 Visibly mark the beginning and end of the portions of the periphery where the paper slides between the windshield and the vehicle body.
- ☐ 2.3 Measure and record post-crash A, B, C, D, E, and F such that the measurements do not include any of the parts of the windshield where the paper slides between the windshield and the vehicle body.
- ☐ 2.4 Calculate and record the percent retention for the right and left side of the windshield.
- ☐ 2.5 Is total right side percent retention less than 75%?
- ☐ Yes, Fail
- ☐ No, Pass
- ☐ 2.6 Is total left side percent retention less than 75%?
- ☐ Yes, Fail
- ☐ No, Pass

WINDSHIELD RETENTION MEASUREMENTS

	Dimension	Pre-Crash (mm)	Post-Crash (mm)	Percent Retention (Post-Test ÷ Pre-Crash)
Left Side	A	585	585	100%
	B	826	826	100%
	C	768	768	100%
	Total	2179	2179	100%
Right Side	D	585	585	100%
	E	826	826	100%
	F	768	768	100%
	Total	2179	2179	100%

Indicate area of mounting failure. NONE

FRONT VIEW OF WINDSHIELD



REMARKS:

I certify that I have read and performed each instruction.

Signature: *James C. [Signature]*

Date: 7/2/08

DATA SHEET 42
WINDSHIELD ZONE INTRUSION (FMVSS 219)

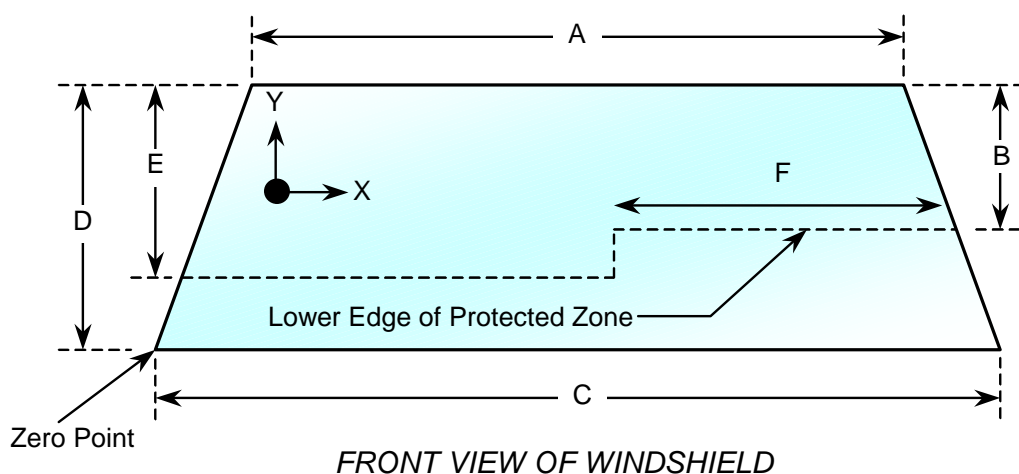
Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance
 Test Technician: Jamie Aide

NHTSA No.: C85602
 Test Date: 7/2/08

IMPACT ANGLE:	Zero Degrees		
BELTED DUMMIES (YES/NO):	No		
TEST SPEED:	<u>X</u> 32 to 40 kmph	<u> </u> 0 to 48 kmph	<u> </u> 0 to 56 kmph
DRIVER DUMMY:	<u>X</u> 5 th female	<u> </u> 50 th male	
PASSENGER DUMMY:	<u>X</u> 5 th female	<u> </u> 50 th male	

- ☒ 1. Place a 165 mm diameter rigid sphere, with a mass of 6.8 kg on the instrument panel so that it is simultaneously touching the instrument panel and the windshield. (571.219 S6.1(a))
- ☒ 2. Roll the sphere from one side of the windshield to the other while marking on the windshield where the sphere contacts the windshield. (571.219 S6.1(b))
- ☒ 3. From the outermost contactable points on the windshield draw a horizontal line to the edges of the windshield. (571.219 S6.1(b))
- ☒ 4. Draw a line on the inner surface of the windshield that is 13 mm below the line determined in items 2 and 3
- ☒ 5. After the crash test, record any points where a part of the exterior of the vehicle has marked, penetrated, or broken the windshield.

Provide all dimensions necessary to reproduce the protected area.



WINDSHIELD DIMENSIONS

Item	Units	Value
A	mm	1170
B	mm	537
C	mm	1536
D	mm	826
E	mm	537
F	mm	501

AREA OF PROTECTED ZONE FAILURES:

- B. Provide coordinates of the area that the protected zone was penetrated more than 0.25 inches by a vehicle component other than one which is normally in contact with the windshield.

X	Y
NONE	

- C. Provide coordinates of the area beneath the protected zone template that the inner surface of the windshield was penetrated by a vehicle component.

X	Y
NONE	

REMARKS:

I certify that I have read and performed each instruction.

Signature: 

Date: 7/2/08

DATA SHEET 43
FUEL SYSTEM INTEGRITY (FMVSS 301)

Test Vehicle: 2008 Mitsubishi Lancer
Test Program: FMVSS 208 Compliance
Test Technician: Tim Bratz

NHTSA No.: C85602
Test Date: 7/2/08

TYPE OF IMPACT:	25 mph Unbelted Flat Frontal
-----------------	------------------------------

Stoddard Solvent Spillage Measurements

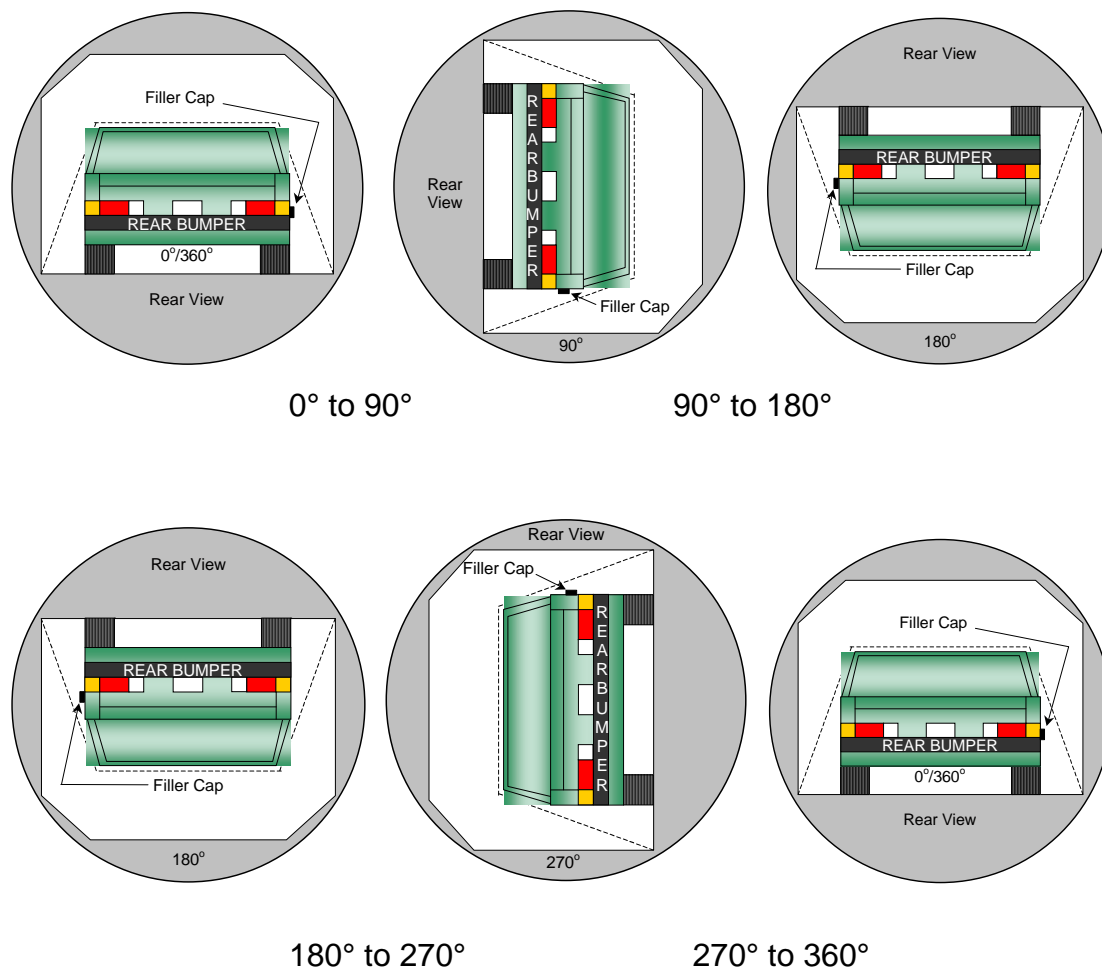
- A. From impact until vehicle motion ceases: 0.0 grams
(Maximum Allowable = 28 grams)
- B. For the 5 minute period after motion ceases: 0.0 grams
(Maximum Allowable = 142 grams)
- C. For the following 25 minutes: 0.0 grams
(Maximum Allowable = 28 grams/minute)
- D. Spillage: NONE

REMARKS: NO SPILLAGE

DATA SHEET NO. 43
FMVSS 301 STATIC ROLLOVER DATA

Test Vehicle: 2008 Mitsubishi Lancer
 Test Program: FMVSS 208 Compliance

NHTSA No.: C85602
 Test Date: 7/2/08



1. The specified fixture rollover rate for each 90° of rotation is 60 to 180 seconds.
2. The position hold time at each position is 300 seconds (minimum).
3. Details of Stoddard Solvent spillage locations: **None**

Test Phase	Rotation Time (sec.)	Hold Time (sec.)	Spillage (grams)
0° to 90°	119	300	0.0
90° to 180°	115	300	0.0
180° to 270°	113	300	0.0
270° to 360°	118	300	0.0

APPENDIX A
CRASH TEST DATA

TABLE OF DATA PLOTS

		<u>Page No.</u>
Figure No. 1.	Driver Head X Acceleration vs. Time	A-1
Figure No. 2.	Driver Head Y Acceleration vs. Time	A-1
Figure No. 3.	Driver Head Z Acceleration vs. Time	A-1
Figure No. 4.	Driver Head Resultant Acceleration vs. Time	A-1
Figure No. 5.	Driver Head X Velocity vs. Time	A-2
Figure No. 6.	Driver Head Y Velocity vs. Time	A-2
Figure No. 7.	Driver Head Z Velocity vs. Time	A-2
Figure No. 8.	Driver Neck Force X vs. Time	A-3
Figure No. 9.	Driver Neck Force Y vs. Time	A-3
Figure No. 10.	Driver Neck Force Z vs. Time	A-3
Figure No. 11.	Driver Neck Force Resultant vs. Time	A-3
Figure No. 12.	Driver Neck Moment X vs. Time	A-4
Figure No. 13.	Driver Neck Moment Y vs. Time	A-4
Figure No. 14.	Driver Neck Moment Z vs. Time	A-4
Figure No. 15.	Driver Neck Moment Resultant vs. Time	A-4
Figure No. 16.	Driver Chest X Acceleration vs. Time	A-5
Figure No. 17.	Driver Chest Y Acceleration vs. Time	A-5
Figure No. 18.	Driver Chest Z Acceleration vs. Time	A-5
Figure No. 19.	Driver Chest Resultant Acceleration vs. Time	A-5
Figure No. 20.	Driver Chest X Velocity vs. Time	A-6
Figure No. 21.	Driver Chest Y Velocity vs. Time	A-6
Figure No. 22.	Driver Chest Z Velocity vs. Time	A-6
Figure No. 23.	Driver Chest Displacement vs. Time	A-6
Figure No. 24.	Driver Left Femur Force vs. Time	A-7
Figure No. 25.	Driver Right Femur Force vs. Time	A-7
Figure No. 26.	Passenger Head X Acceleration vs. Time	A-8
Figure No. 27.	Passenger Head Y Acceleration vs. Time	A-8
Figure No. 28.	Passenger Head Z Acceleration vs. Time	A-8
Figure No. 29.	Passenger Head Resultant Acceleration vs. Time	A-8

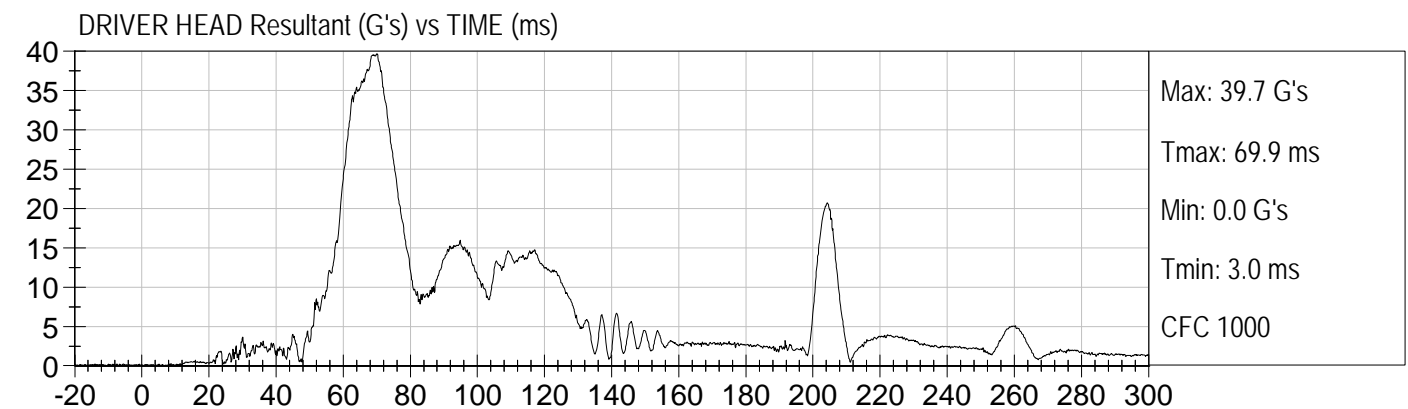
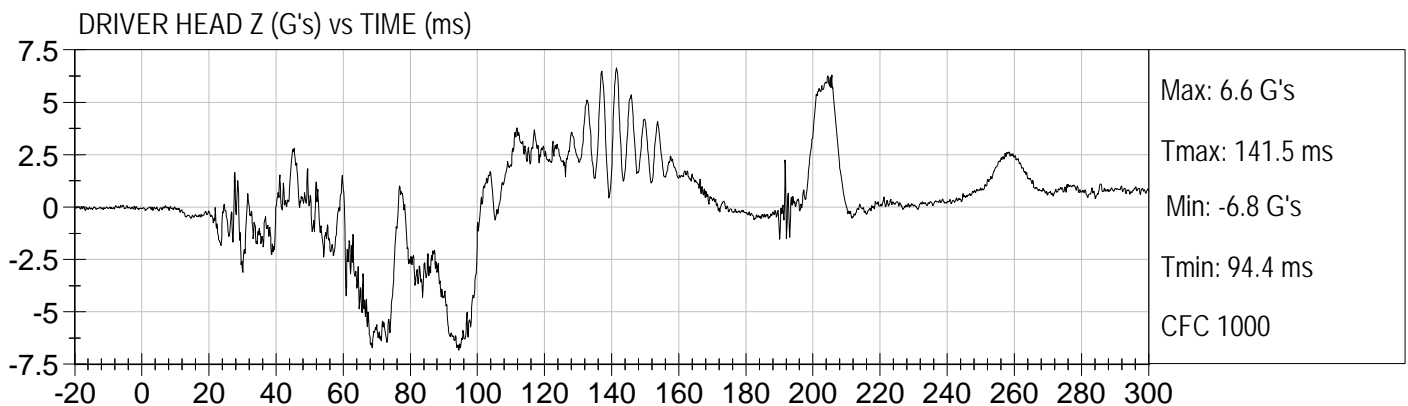
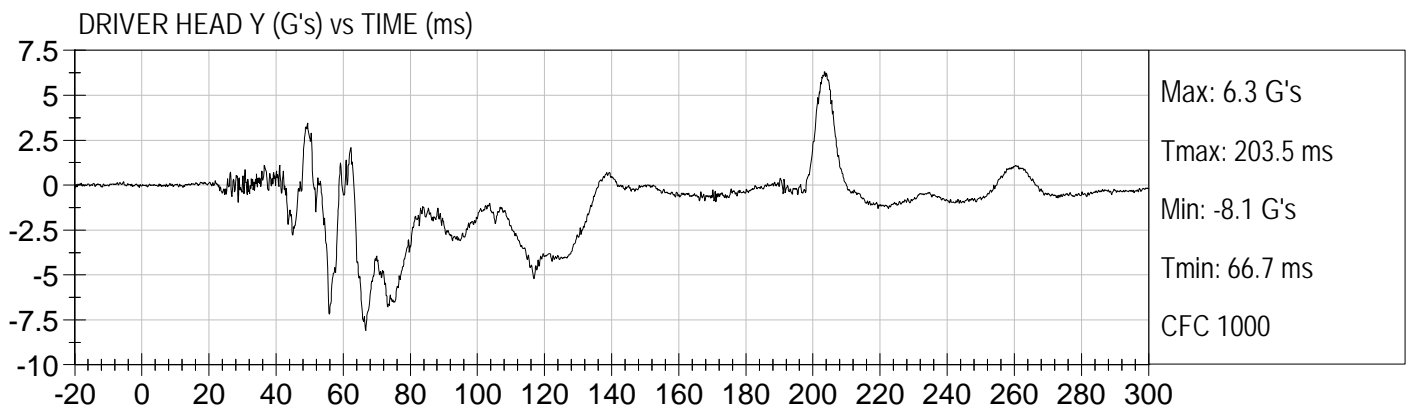
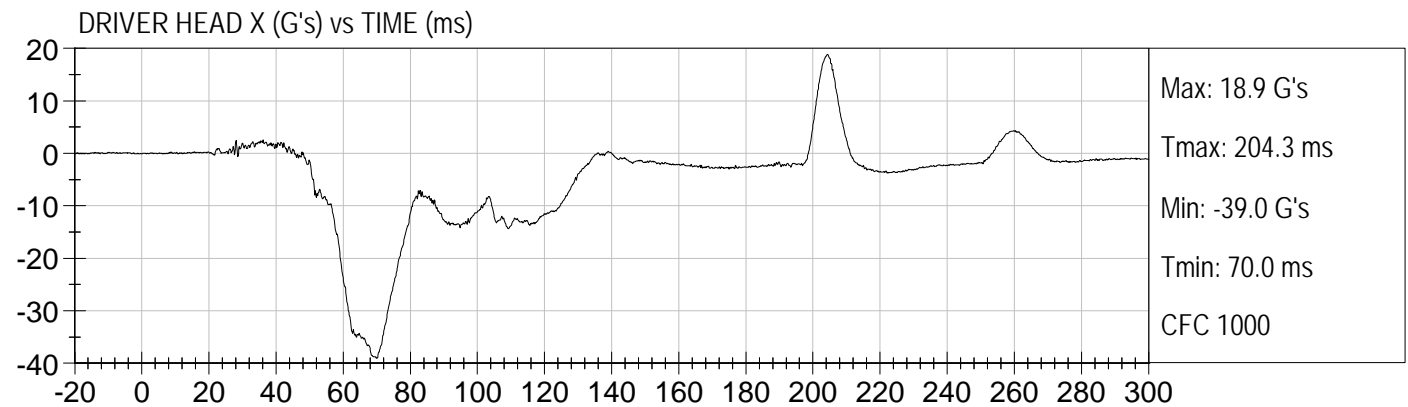
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Figure No. 30.	Passenger Head X Velocity vs. Time	A-9
Figure No. 31.	Passenger Head Y Velocity vs. Time	A-9
Figure No. 32.	Passenger Head Z Velocity vs. Time	A-9
Figure No. 33.	Passenger Neck Force X vs. Time	A-10
Figure No. 34.	Passenger Neck Force Y vs. Time	A-10
Figure No. 35.	Passenger Neck Force Z vs. Time	A-10
Figure No. 36.	Passenger Neck Force Resultant vs. Time	A-10
Figure No. 37.	Passenger Neck Moment X vs. Time	A-11
Figure No. 38.	Passenger Neck Moment Y vs. Time	A-11
Figure No. 39.	Passenger Neck Moment Z vs. Time	A-11
Figure No. 40.	Passenger Neck Moment Resultant vs. Time	A-11
Figure No. 41.	Passenger Chest X Acceleration vs. Time	A-12
Figure No. 42.	Passenger Chest Y Acceleration vs. Time	A-12
Figure No. 43.	Passenger Chest Z Acceleration vs. Time	A-12
Figure No. 44.	Passenger Chest Resultant Acceleration vs. Time	A-12
Figure No. 45.	Passenger Chest X Velocity vs. Time	A-13
Figure No. 46.	Passenger Chest Y Velocity vs. Time	A-13
Figure No. 47.	Passenger Chest Z Velocity vs. Time	A-13
Figure No. 48.	Passenger Chest Displacement vs. Time	A-13
Figure No. 49.	Passenger Left Femur Force vs. Time	A-14
Figure No. 50.	Passenger Right Femur Force vs. Time	A-14
Figure No. 51.	Driver Nij (N_{TF}) vs. Time	A-15
Figure No. 52.	Driver Nij (N_{TE}) vs. Time	A-15
Figure No. 53.	Driver Nij (N_{CF}) vs. Time	A-15
Figure No. 54.	Driver Nij (N_{CE}) vs. Time	A-15
Figure No. 55.	Passenger Nij (N_{TF}) vs. Time	A-16
Figure No. 56.	Passenger Nij (N_{TE}) vs. Time	A-16
Figure No. 57.	Passenger Nij (N_{CF}) vs. Time	A-16
Figure No. 58.	Passenger Nij (N_{CE}) vs. Time	A-16
Figure No. 59.	Driver Occipital Condyle Moment vs. Time	A-17

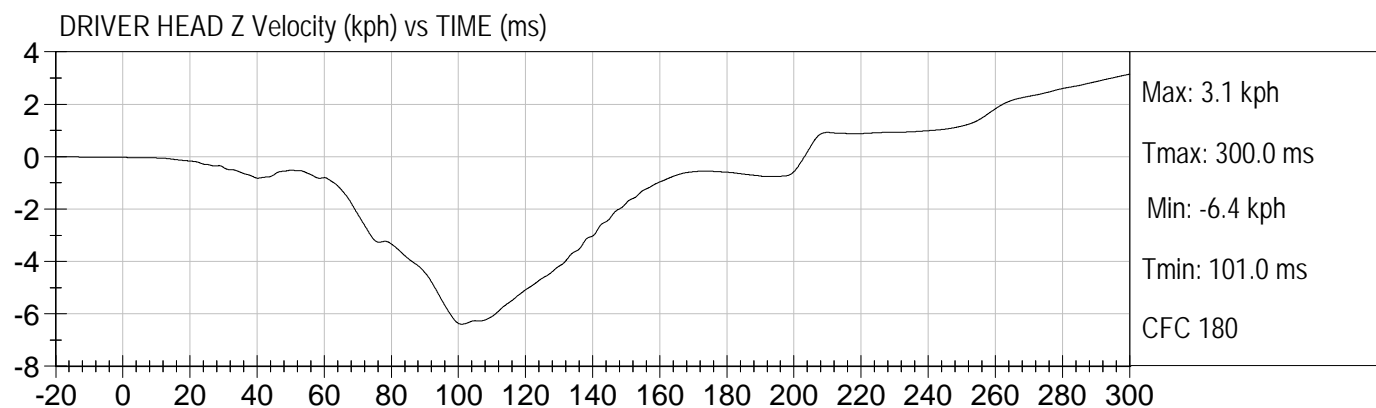
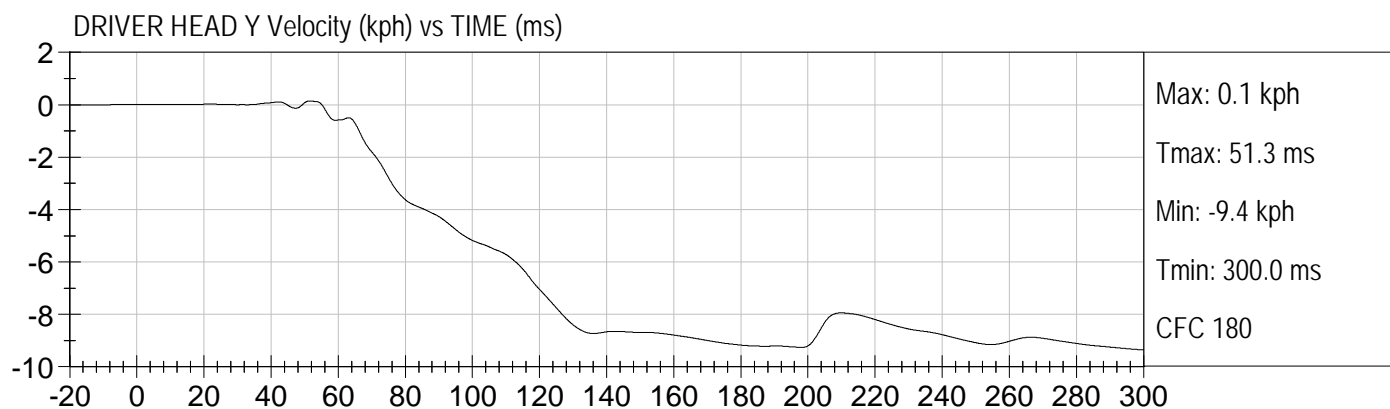
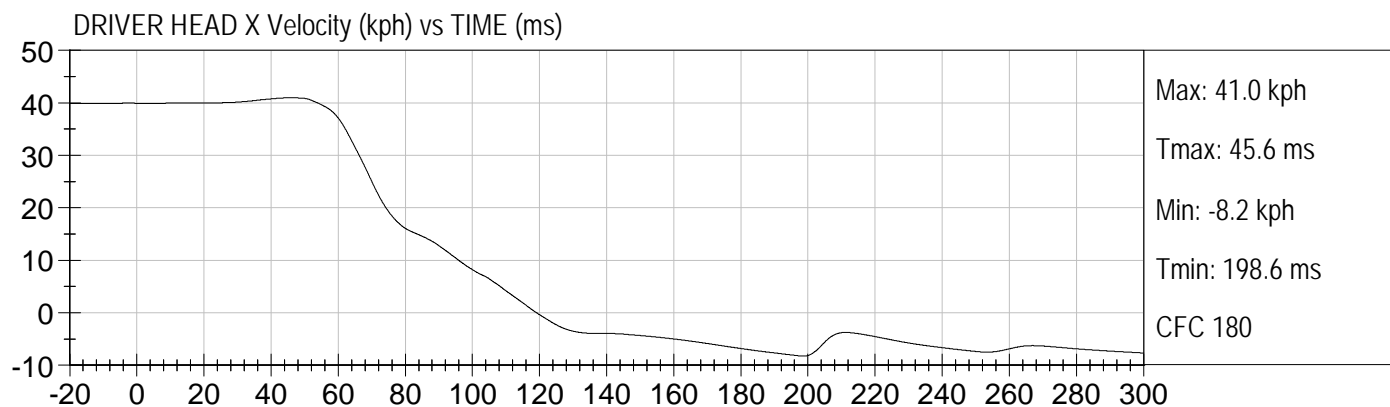
		<u>Page No.</u>
Figure No. 60.	Passenger Occipital Condyle Moment vs. Time	A-17
Figure No. 61.	Left Rear Seat Crossmember X Acceleration vs. Time	A-18
Figure No. 62.	Left Rear Seat Crossmember X Velocity vs. Time	A-18
Figure No. 63.	Right Rear Seat Crossmember X Acceleration vs. Time	A-18
Figure No. 64.	Right Rear Seat Crossmember X Velocity vs. Time	A-18
Figure No. 65.	Top of Engine X Acceleration vs. Time	A-19
Figure No. 66.	Top of Engine X Velocity vs. Time	A-19
Figure No. 67.	Bottom of Engine X Acceleration vs. Time	A-19
Figure No. 68.	Bottom of Engine X Velocity vs. Time	A-19
Figure No. 69.	Left Brake Caliper X Acceleration vs. Time	A-20
Figure No. 70.	Left Brake Caliper X Velocity vs. Time	A-20
Figure No. 71.	Right Brake Caliper X Acceleration vs. Time	A-20
Figure No. 72.	Right Brake Caliper X Velocity vs. Time	A-20
Figure No. 73.	Instrument Panel X Acceleration vs. Time	A-21
Figure No. 74.	Instrument Panel X Velocity vs. Time	A-21
Figure No. 75.	Trunk Z Acceleration vs. Time	A-21
Figure No. 76.	Trunk Z Velocity vs. Time	A-21
Figure No. 77.	Barrier Force – Upper Left vs. Time	A-22
Figure No. 78.	Barrier Force – Upper Center vs. Time	A-22
Figure No. 79.	Barrier Force – Upper Right vs. Time	A-22
Figure No. 80.	Barrier Force – Lower Left vs. Time	A-23
Figure No. 81.	Barrier Force – Lower Center vs. Time	A-23
Figure No. 82.	Barrier Force – Lower Right vs. Time	A-23
Figure No. 83.	Barrier Force – Sum Left vs. Time	A-24
Figure No. 84.	Barrier Force – Sum Center vs. Time	A-24
Figure No. 85.	Barrier Force – Sum Right vs. Time	A-24
Figure No. 86.	Barrier Force – Sum All vs. Time	A-24



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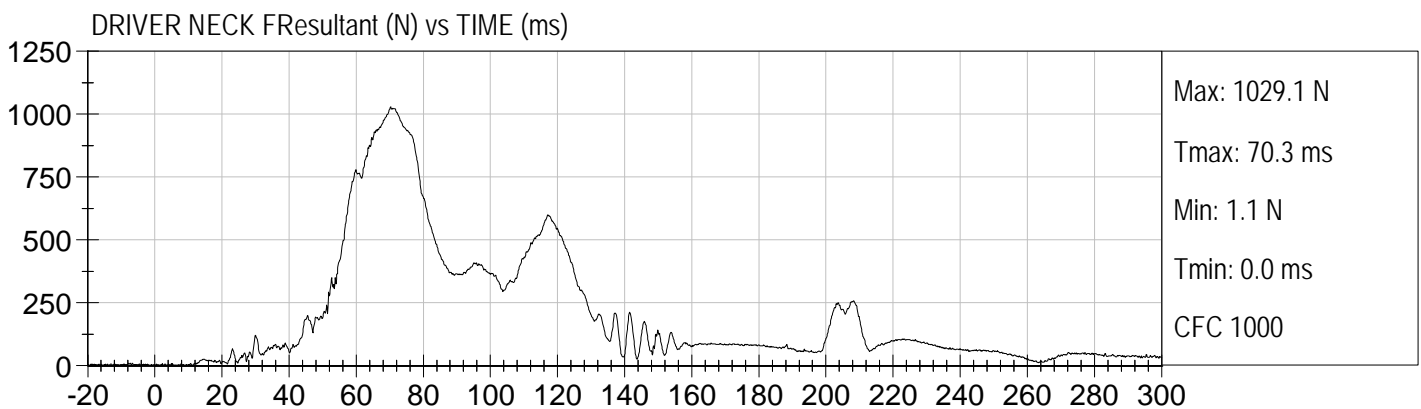
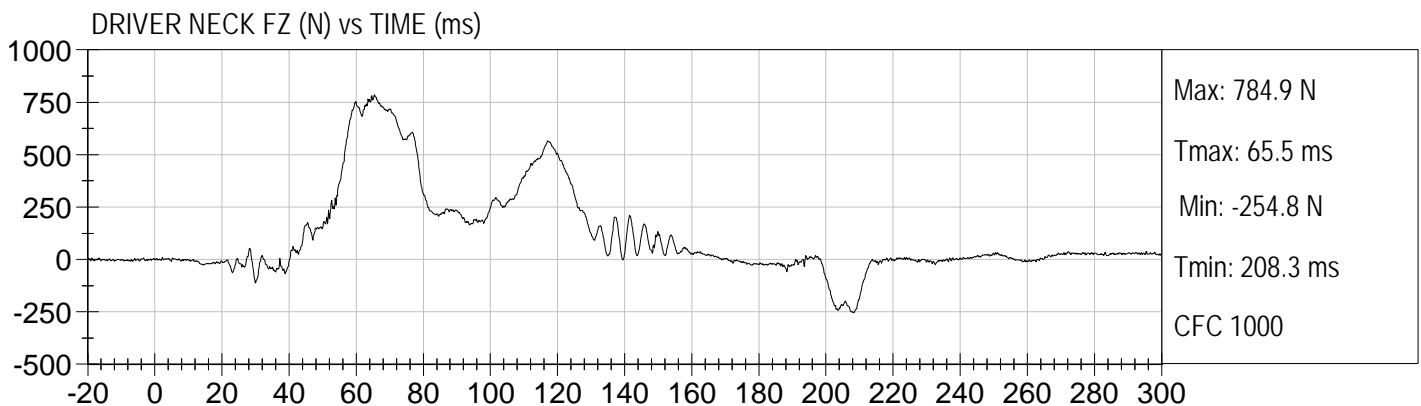
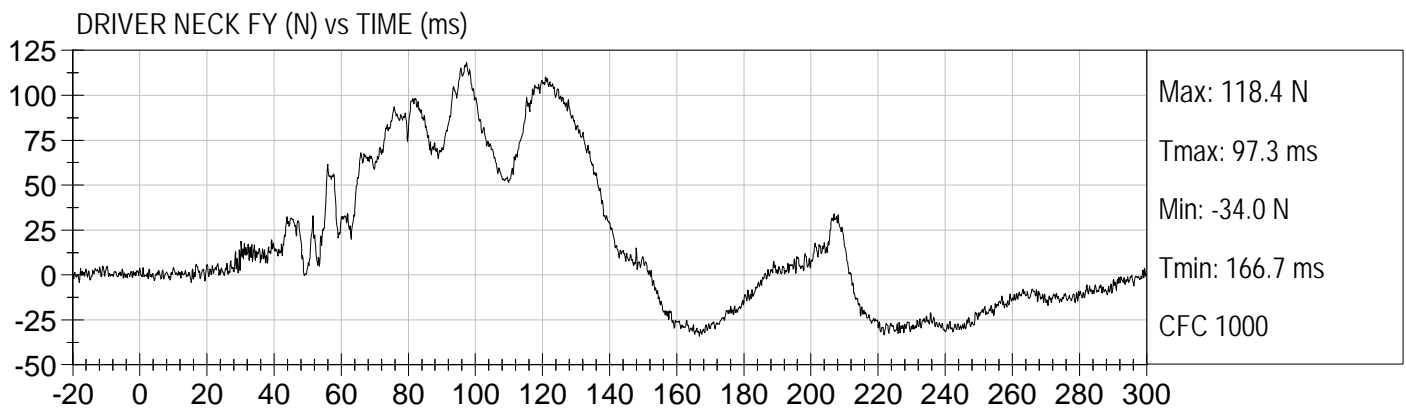
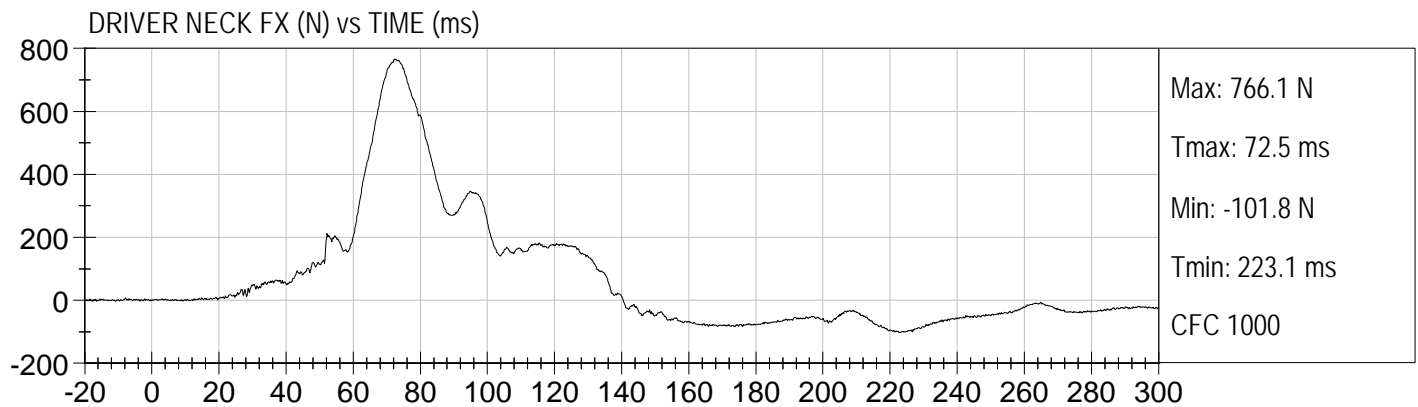






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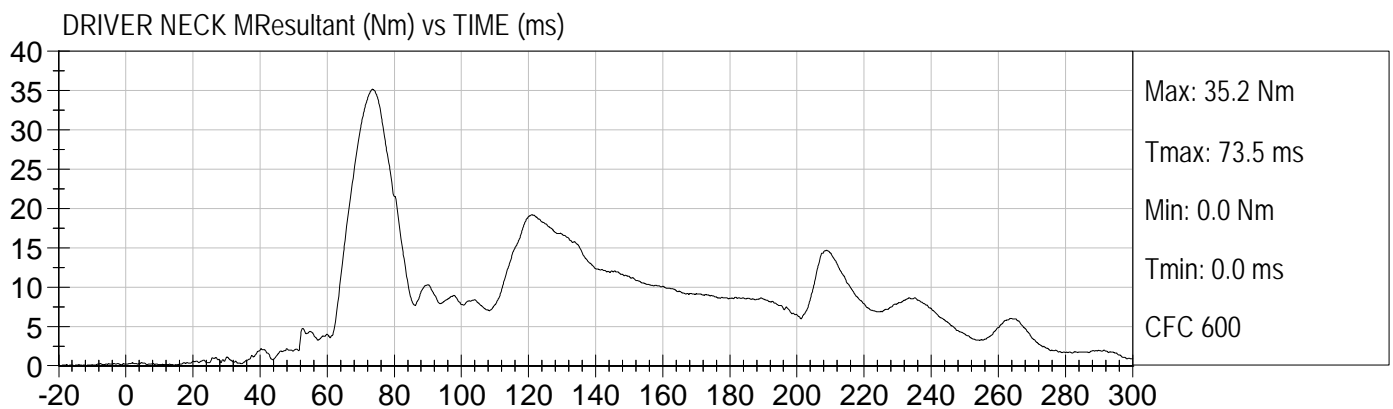
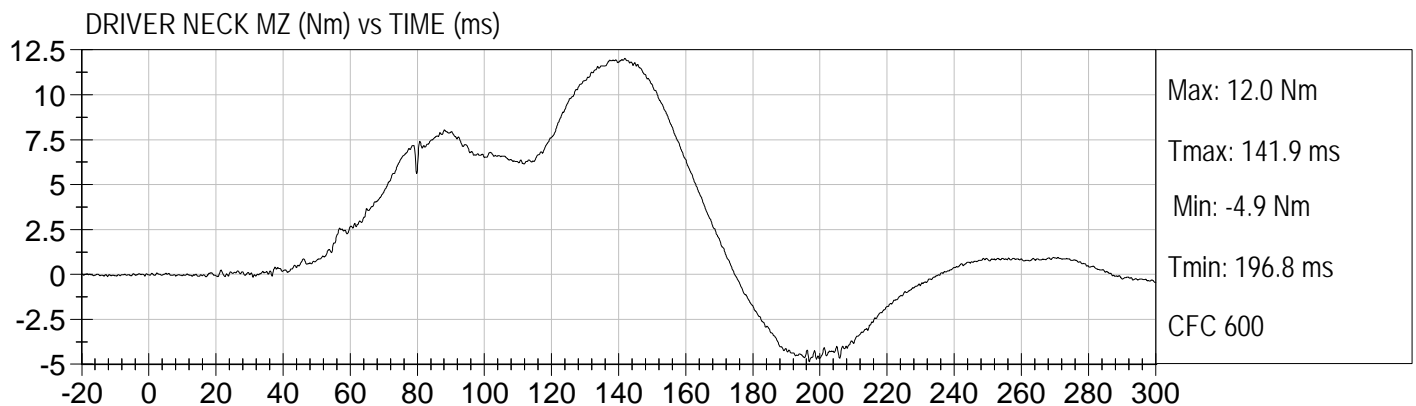
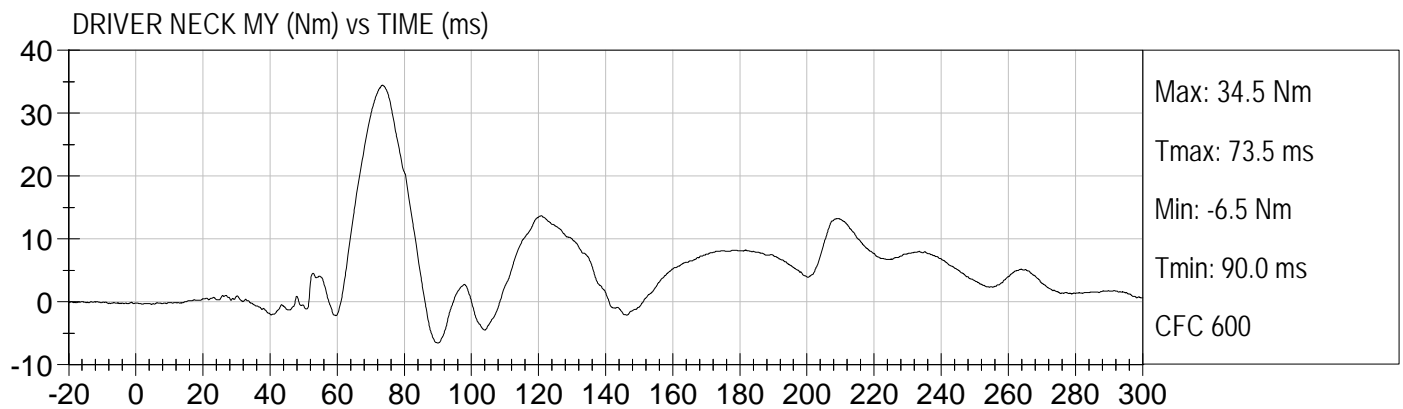
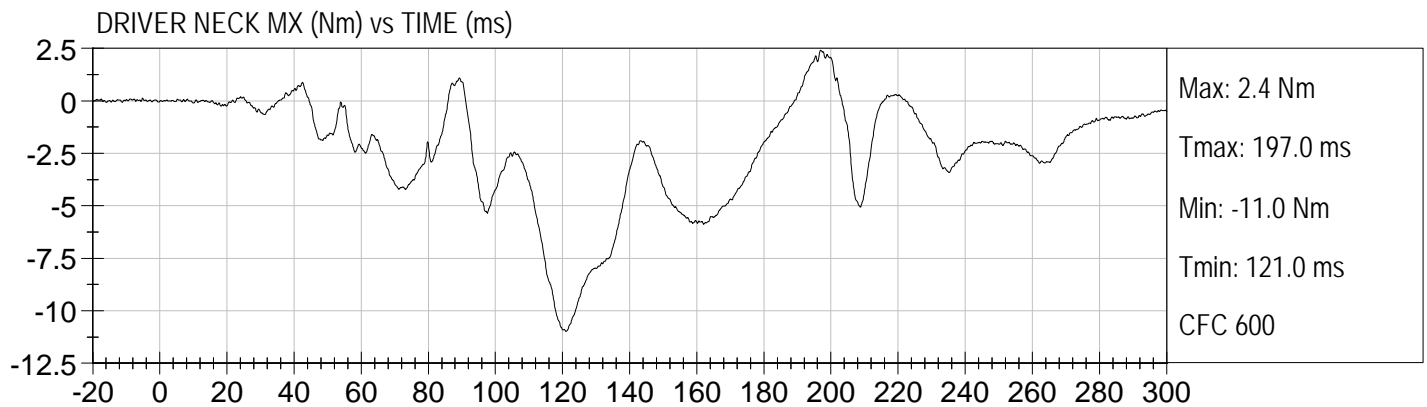
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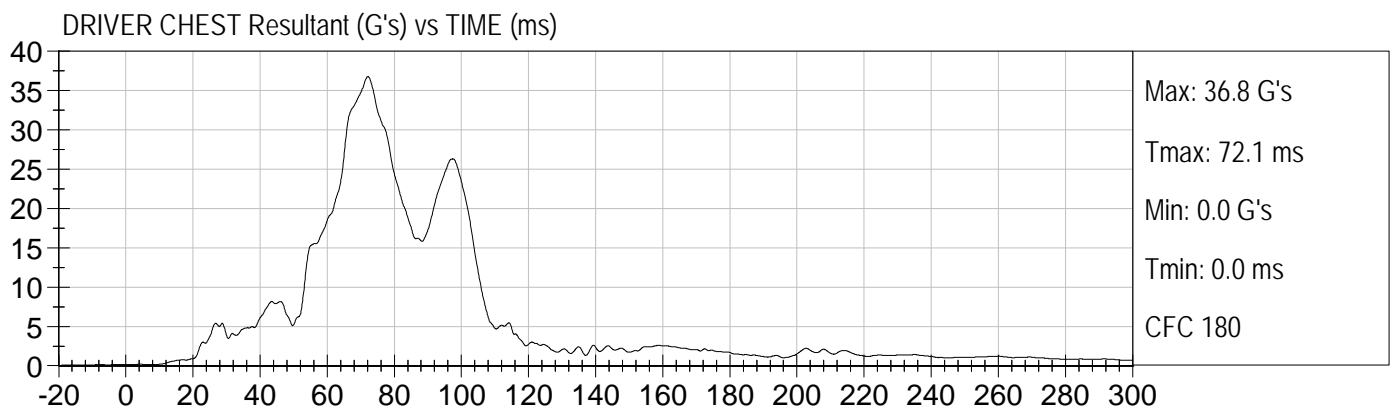
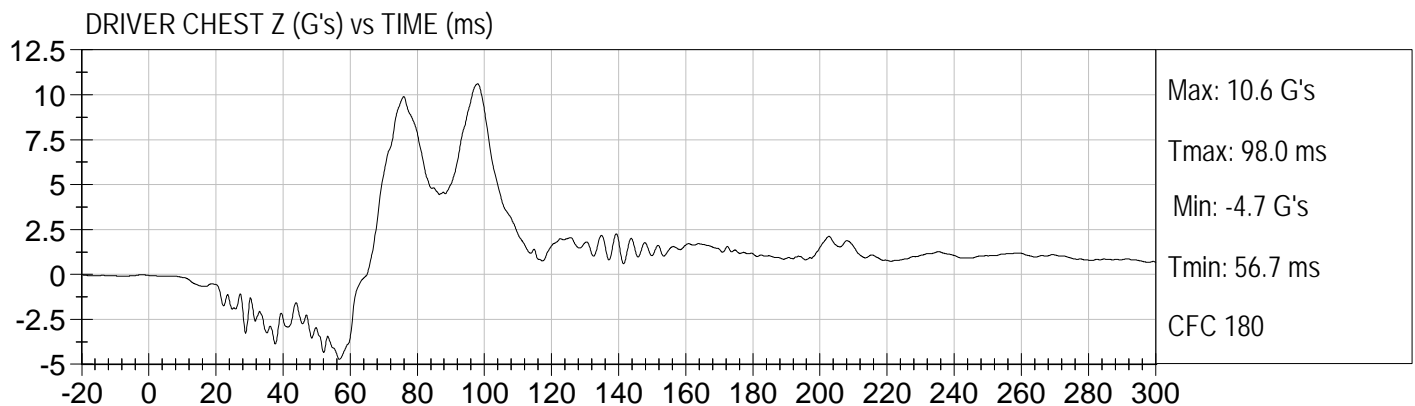
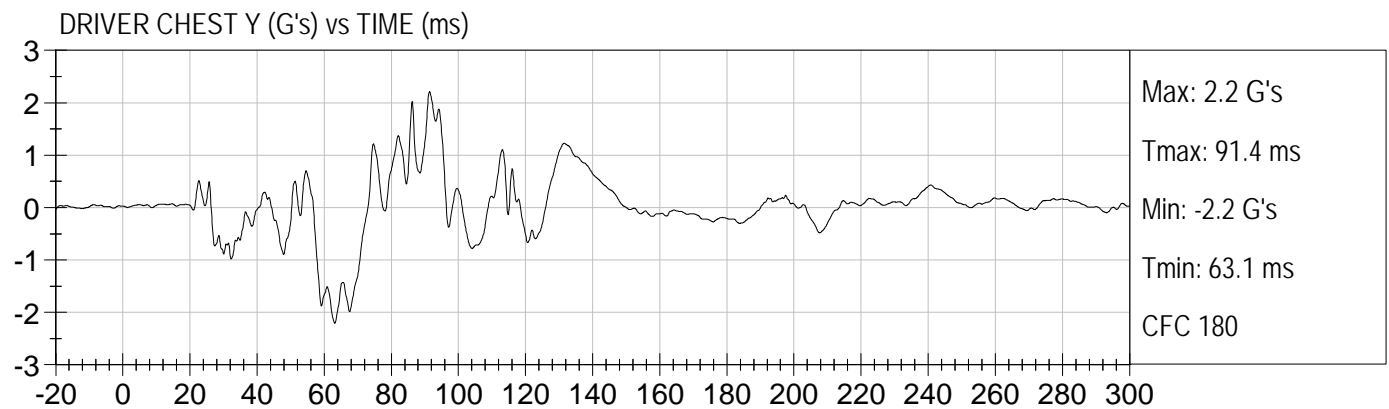
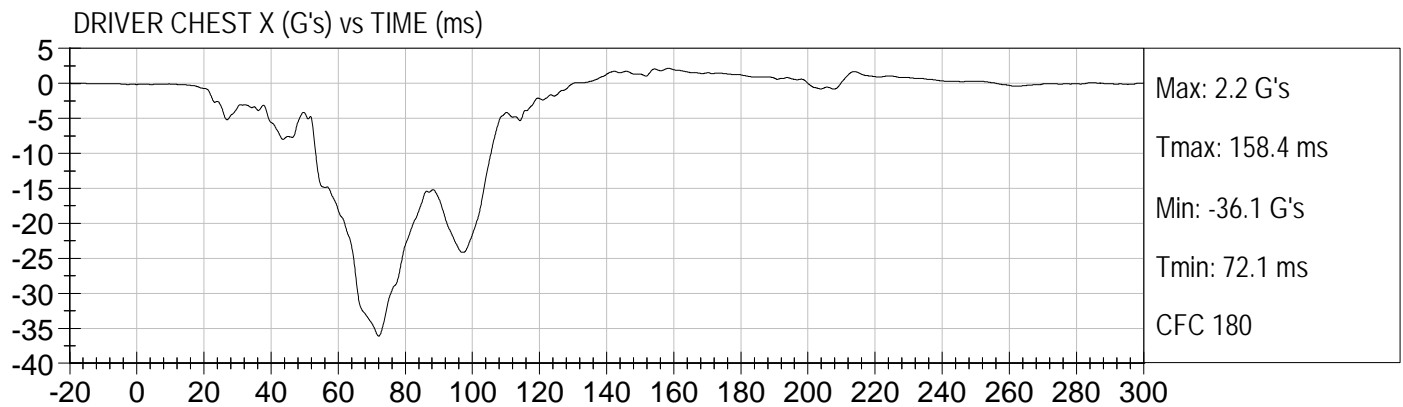
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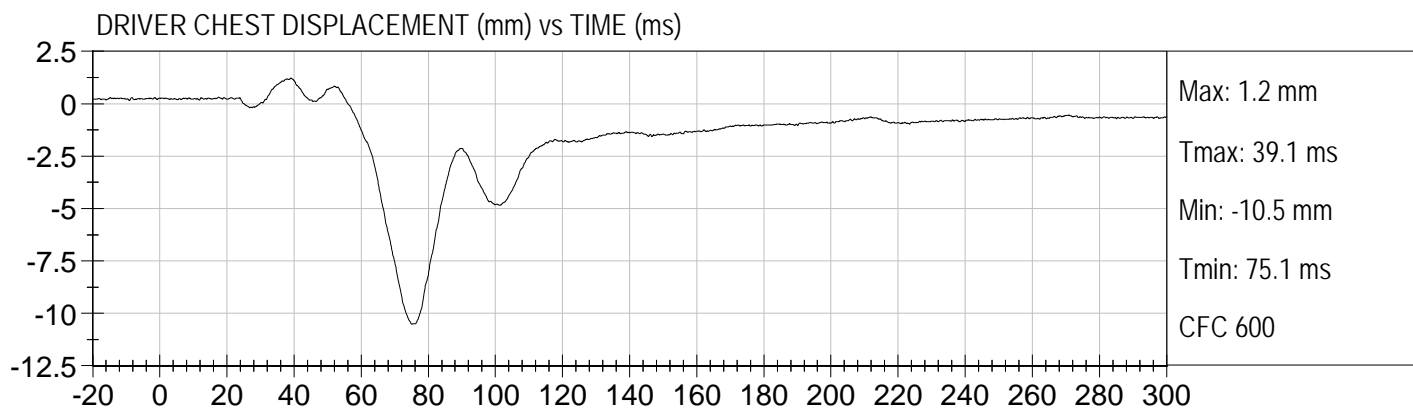
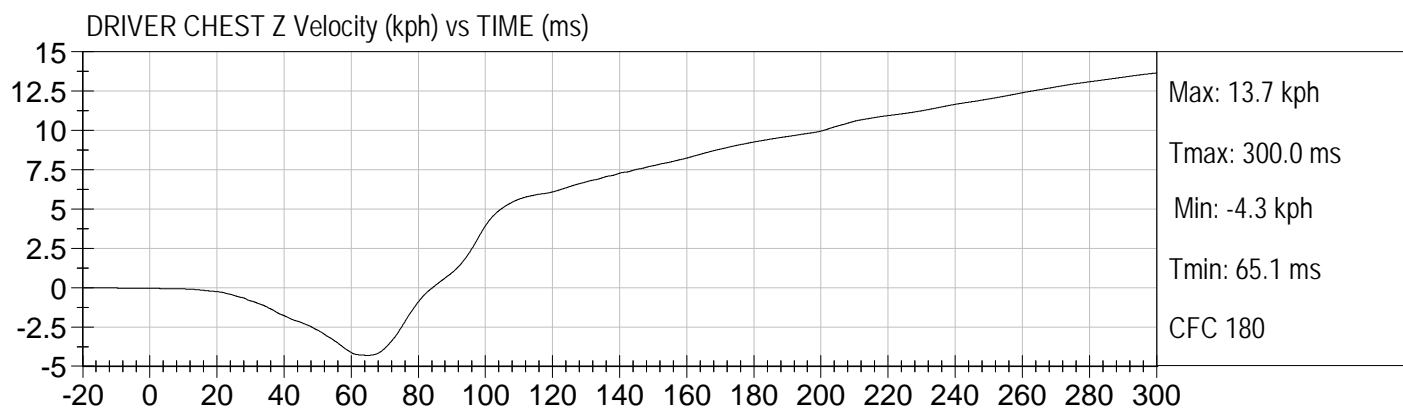
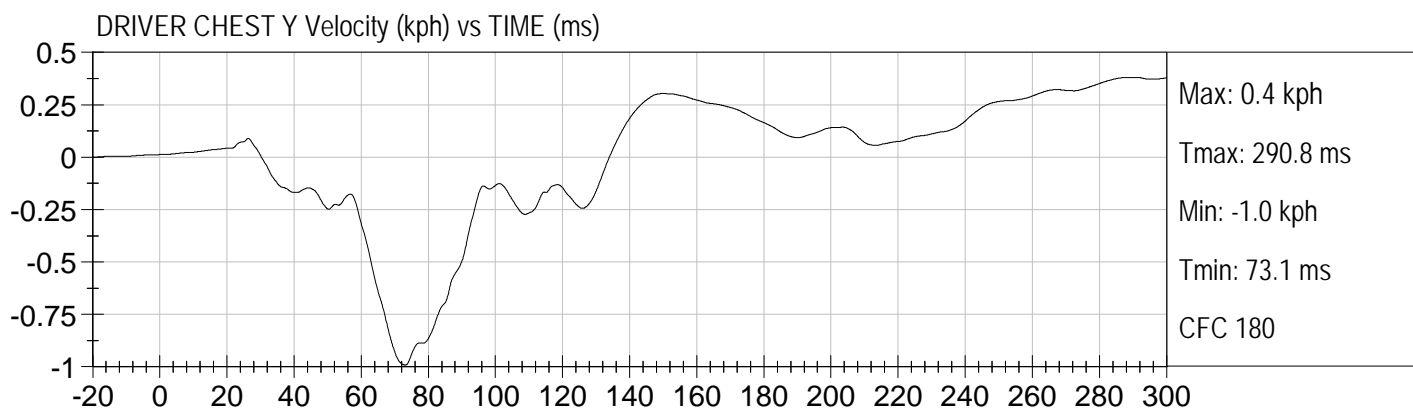
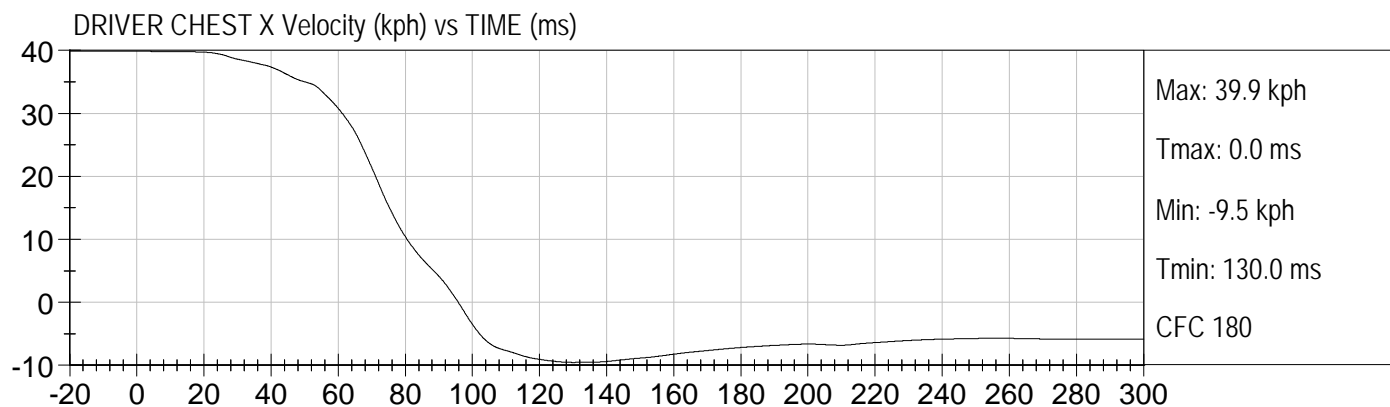




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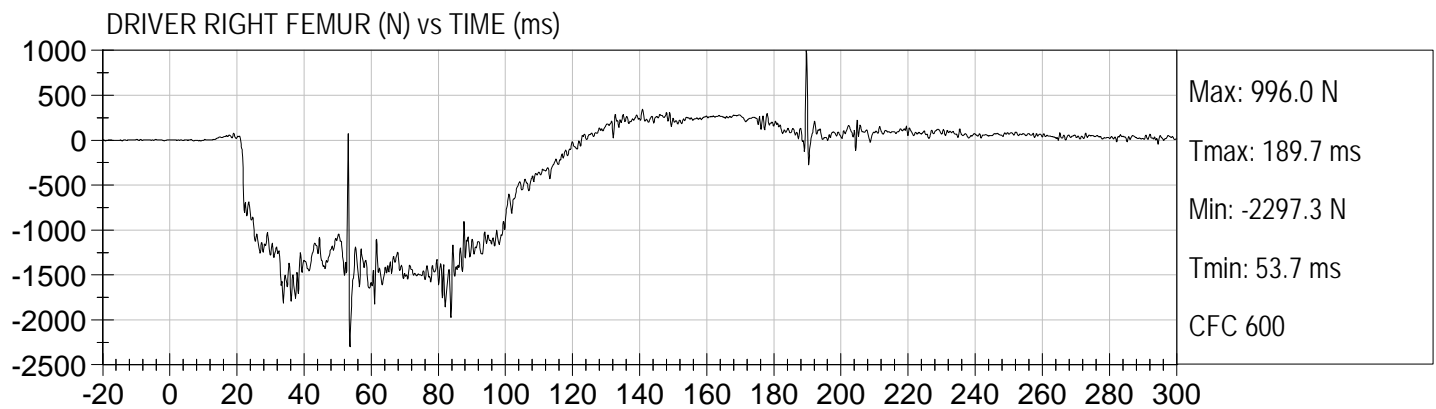
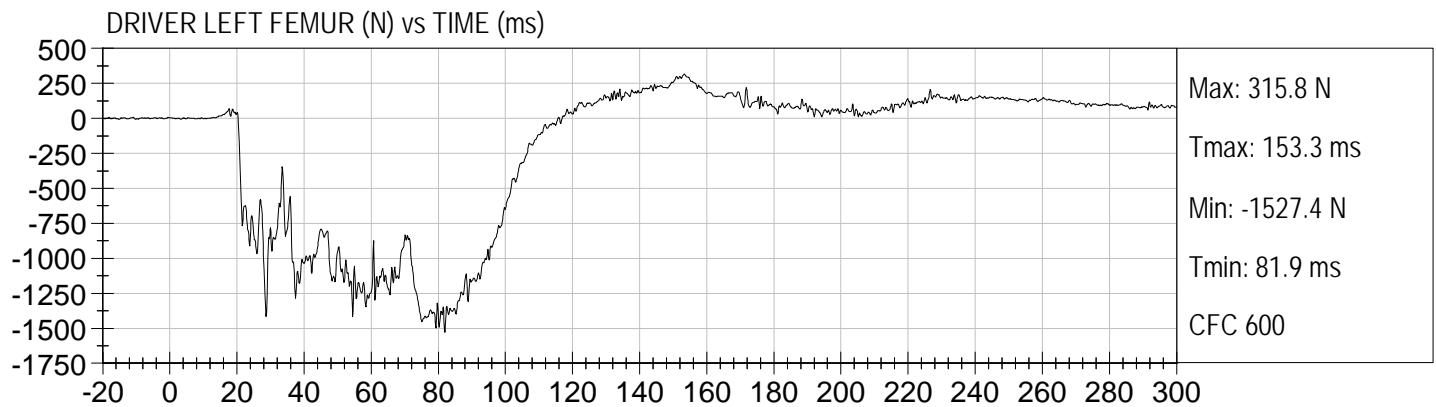






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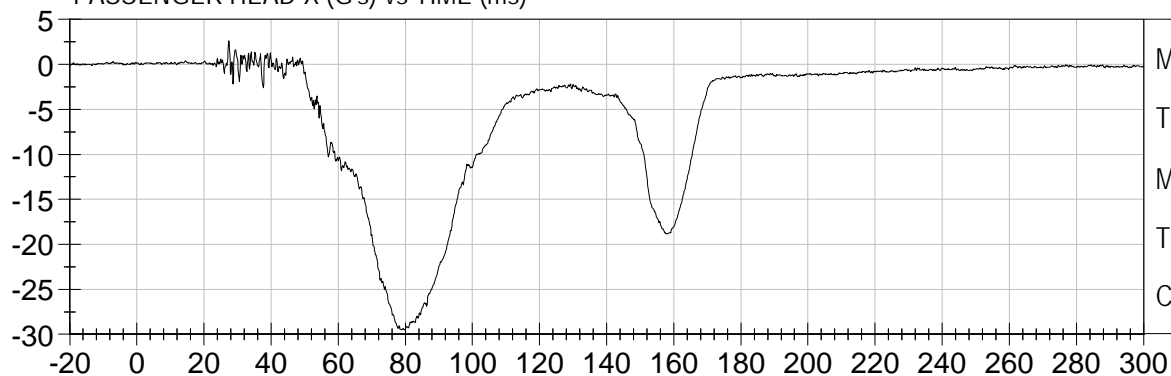




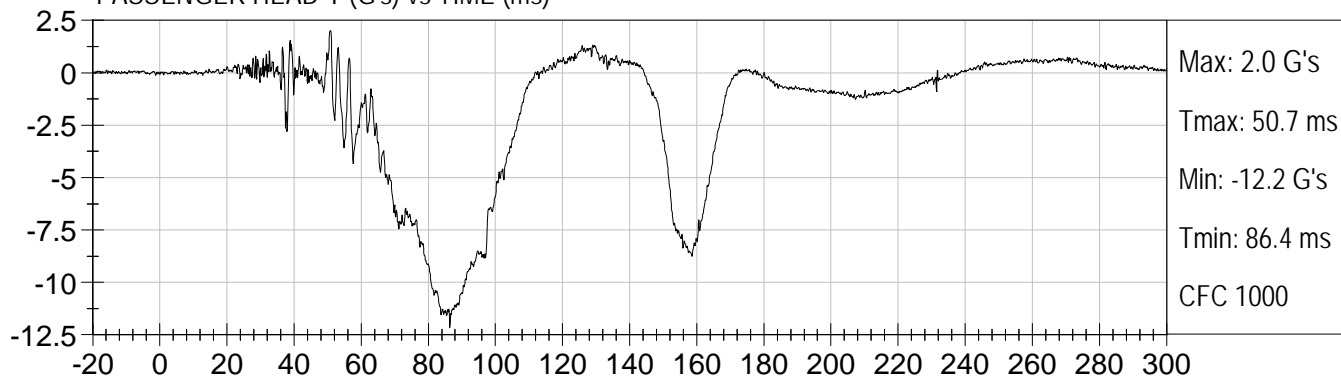
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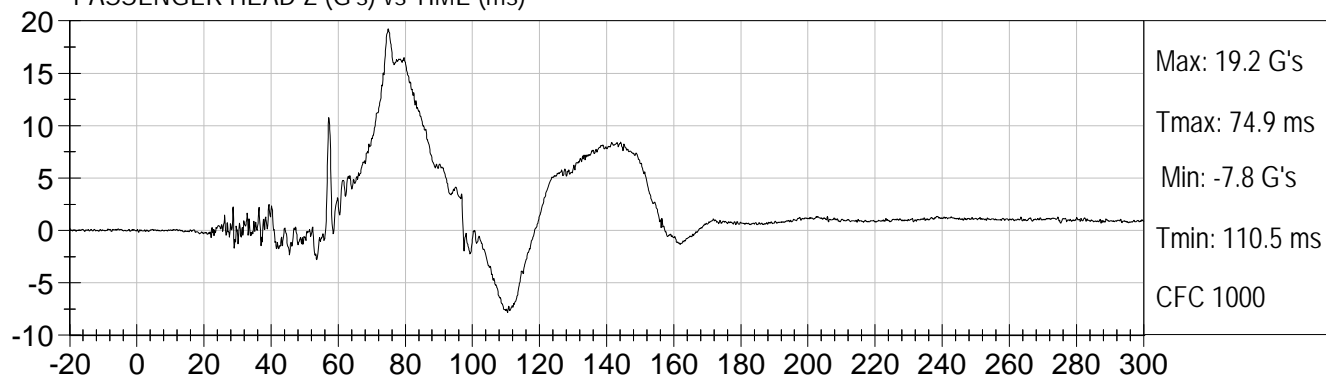
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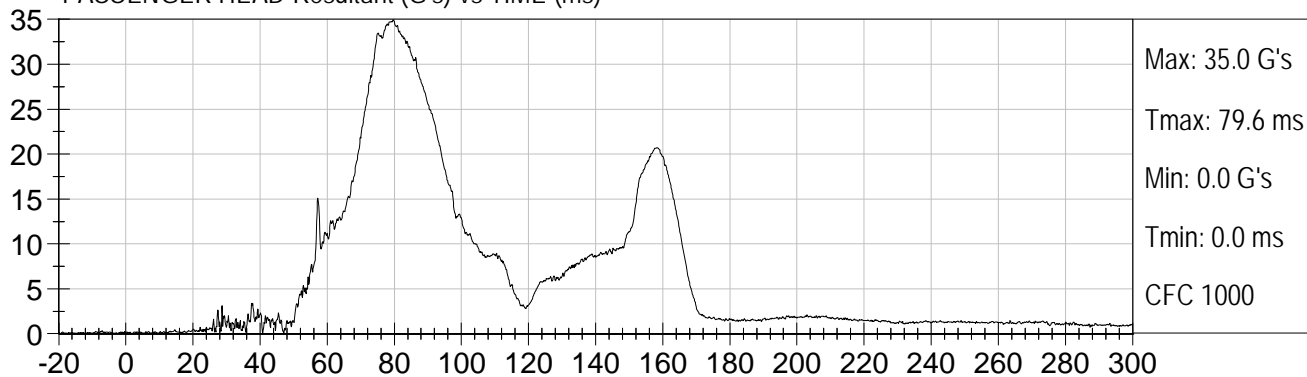
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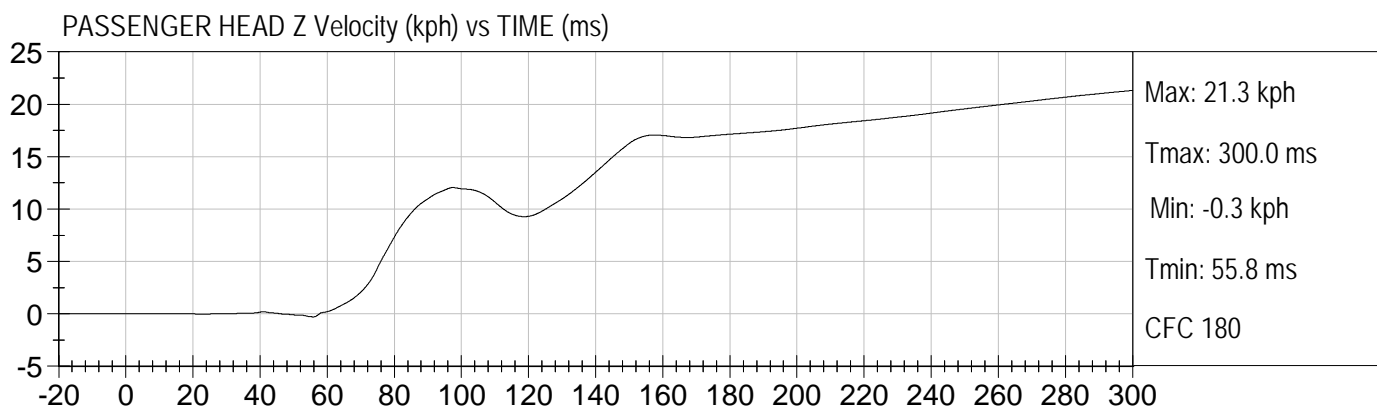
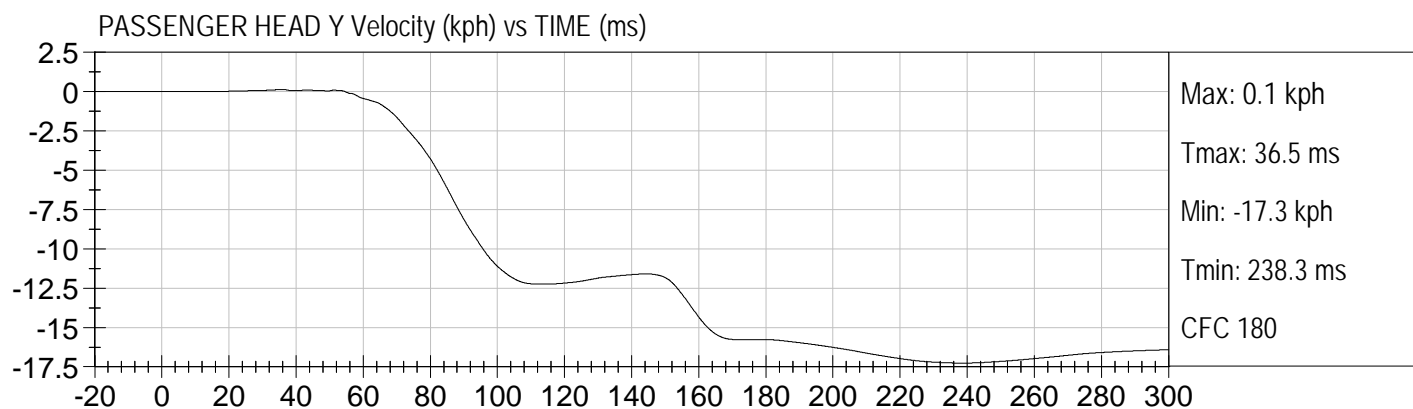
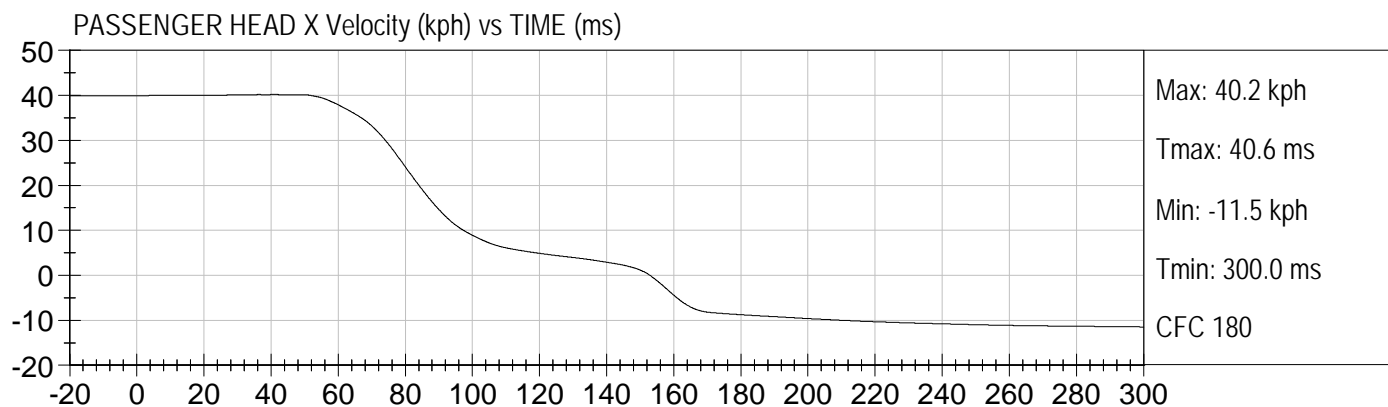


PASSENGER HEAD Z (G's) vs TIME (ms)



PASSENGER HEAD Resultant (G's) vs TIME (ms)

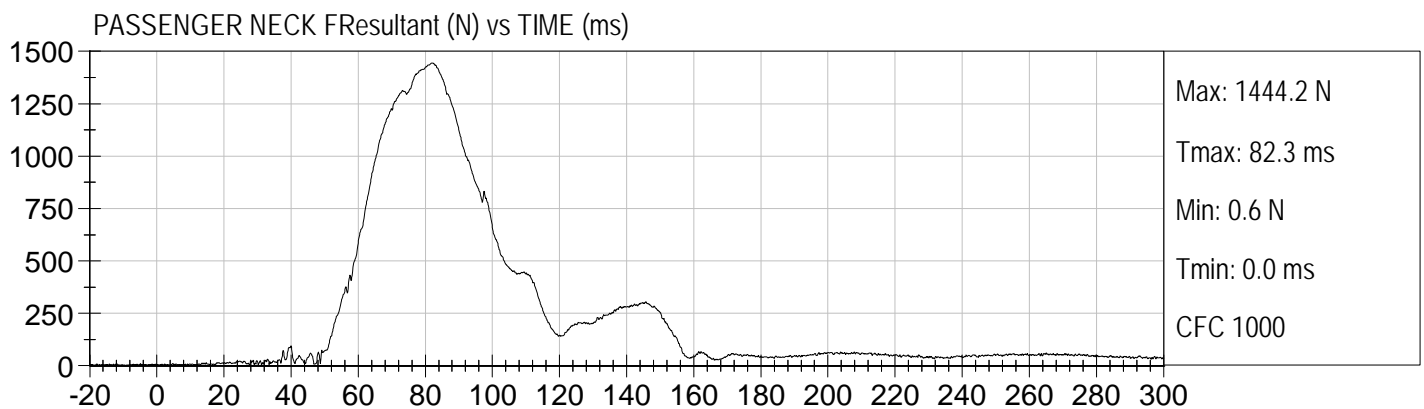
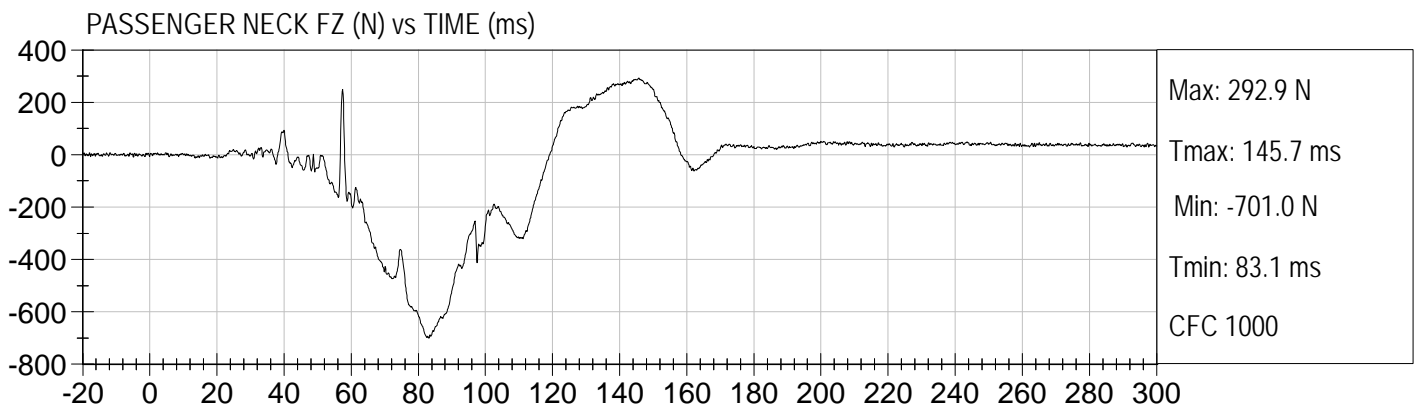
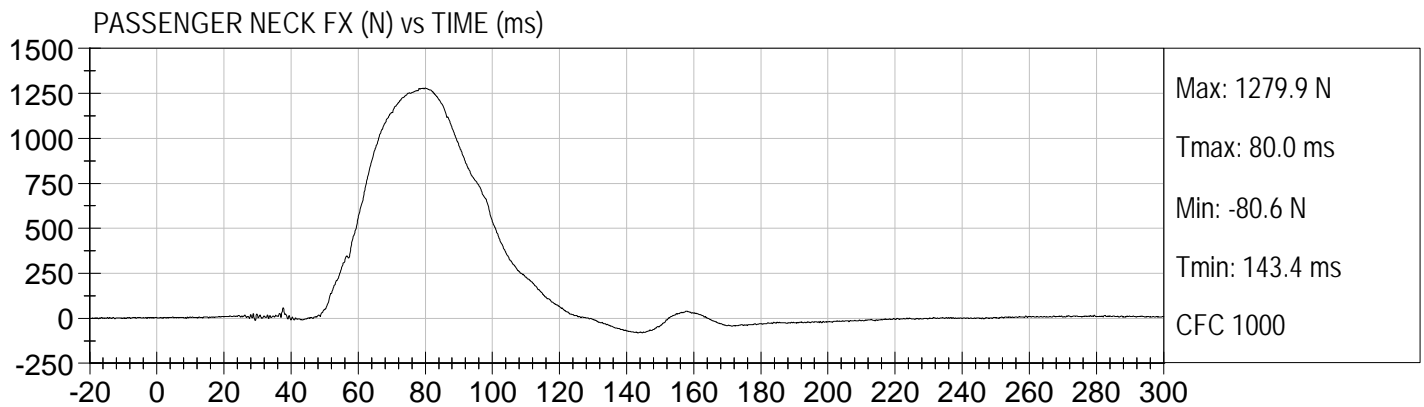






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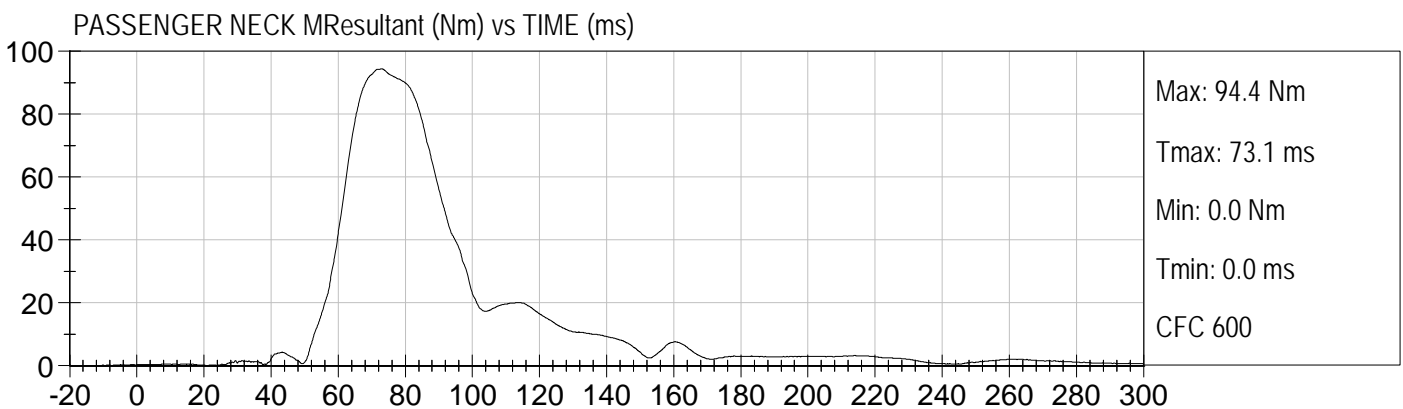
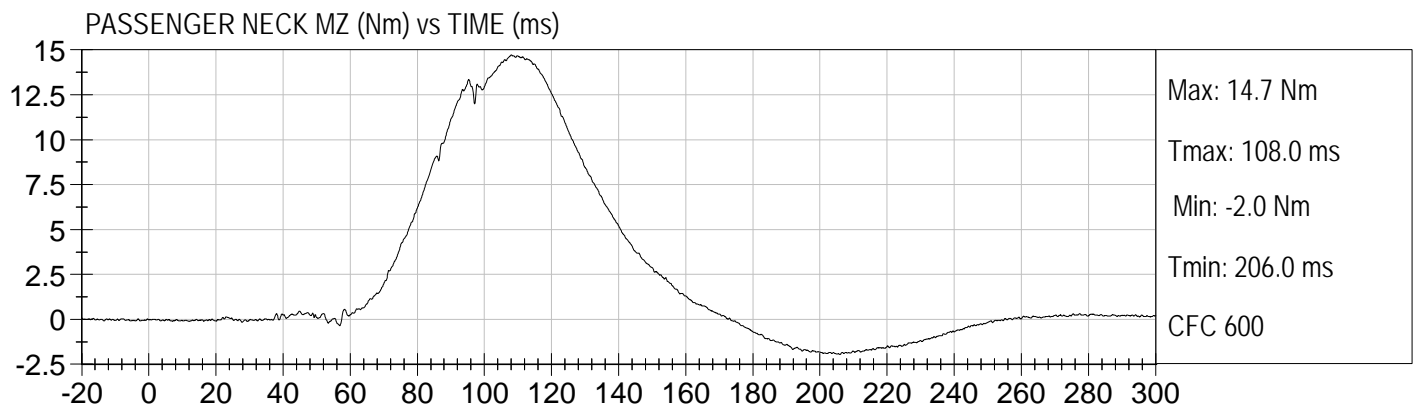
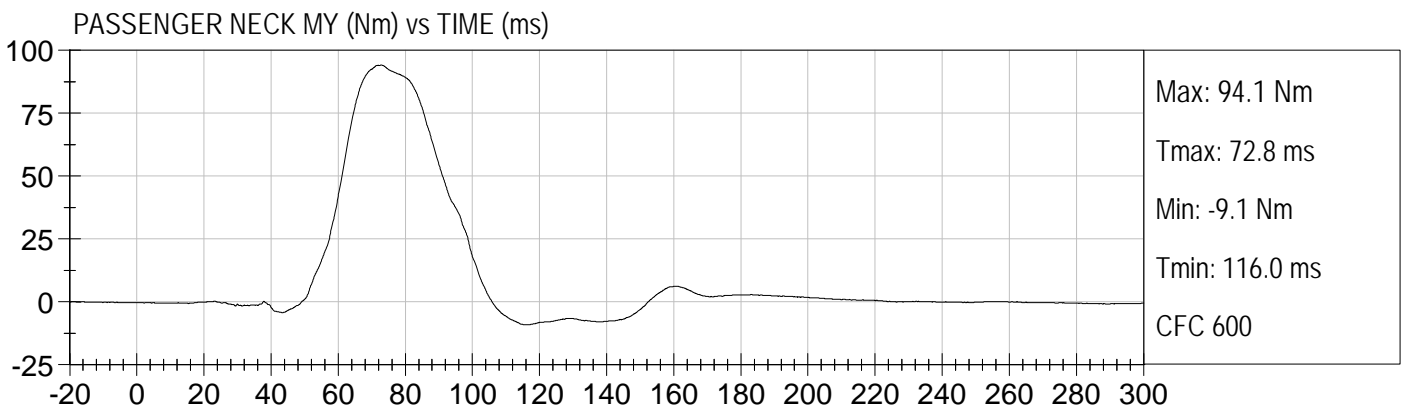
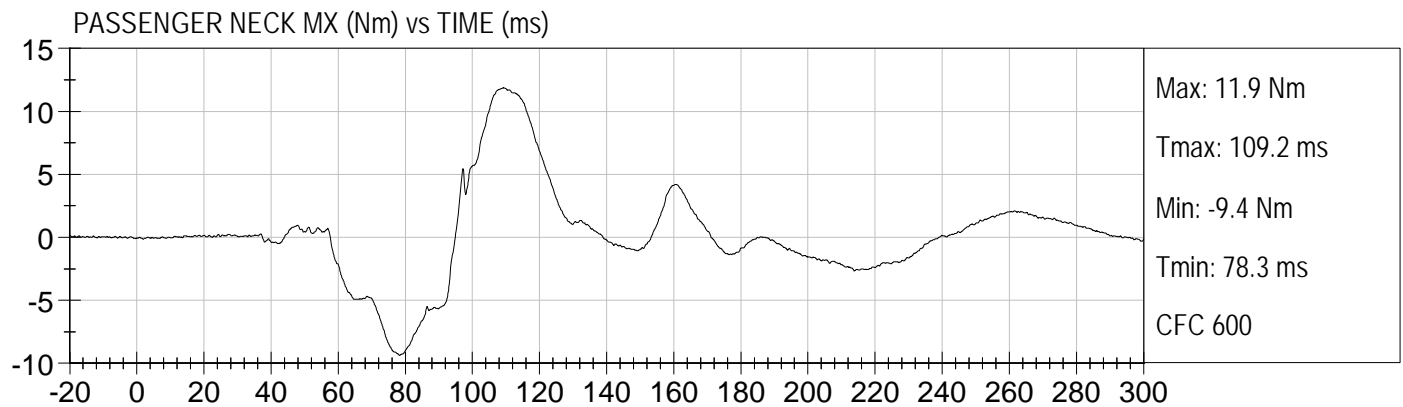
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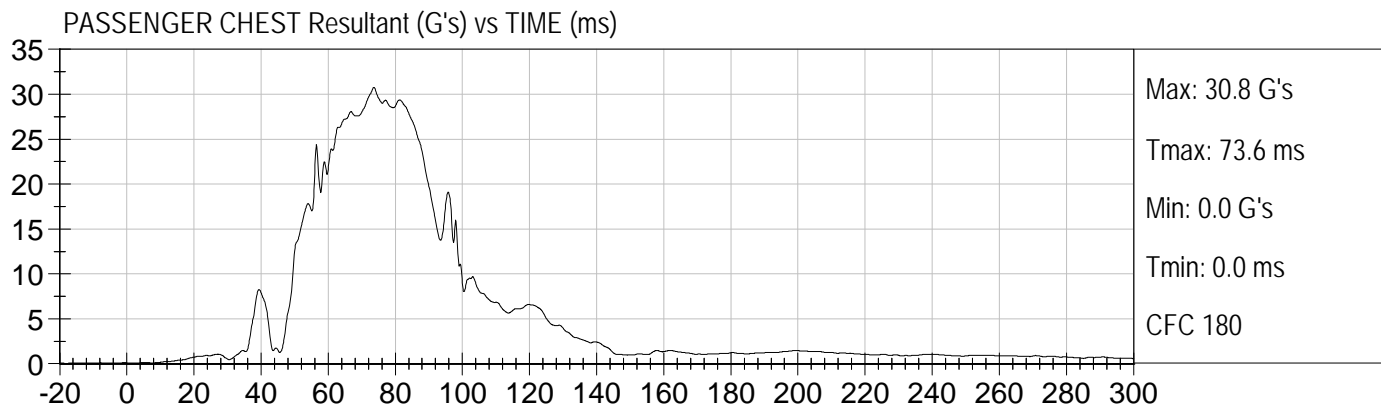
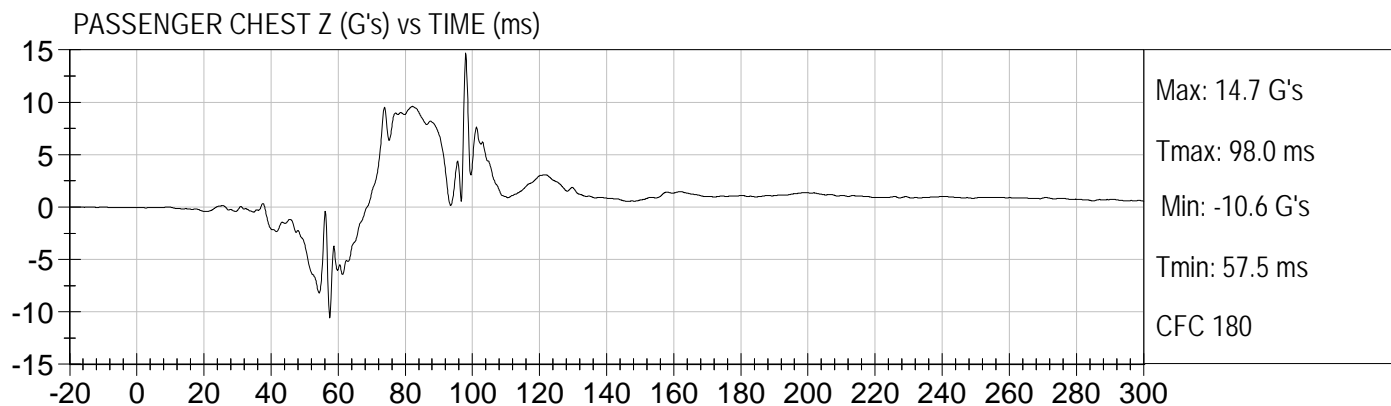
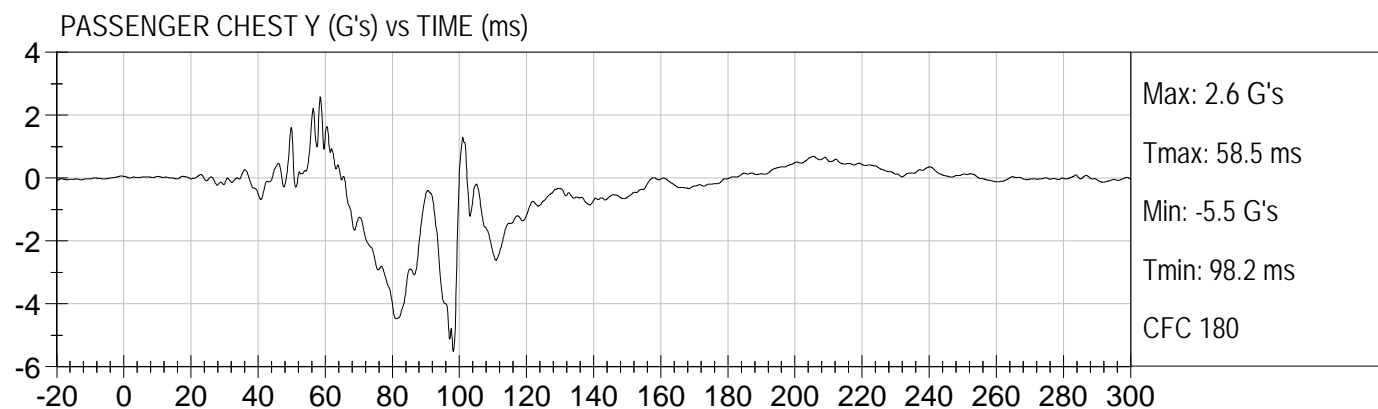
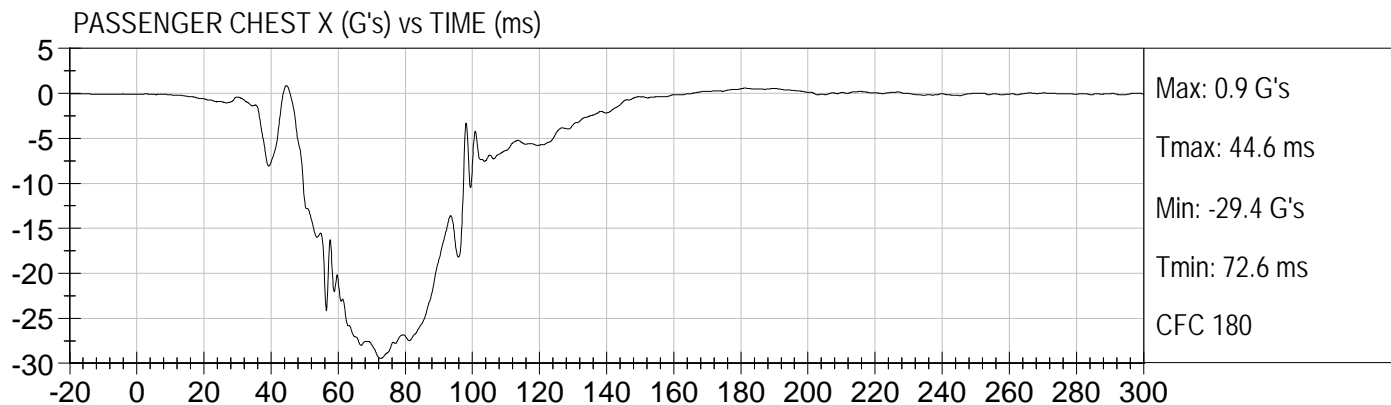
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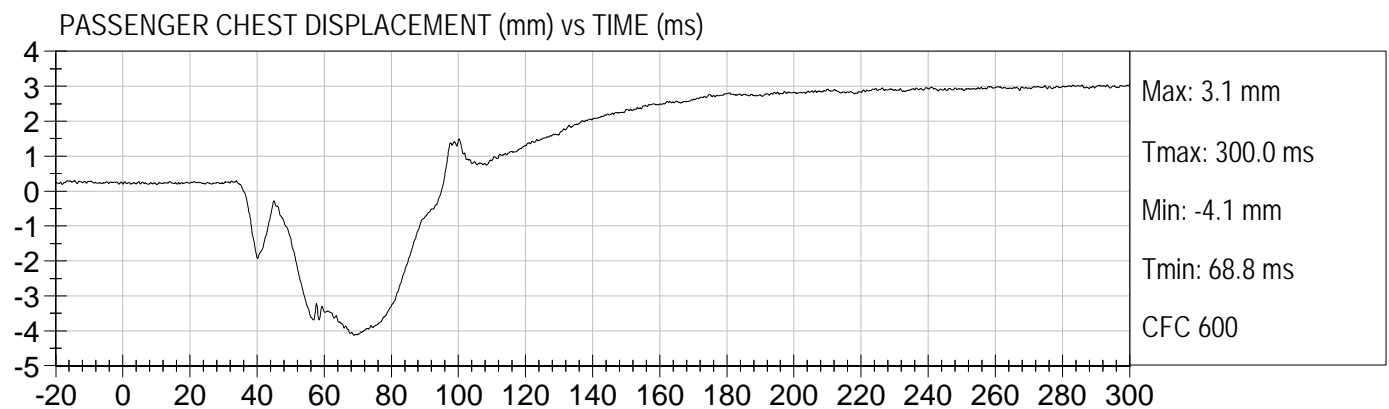
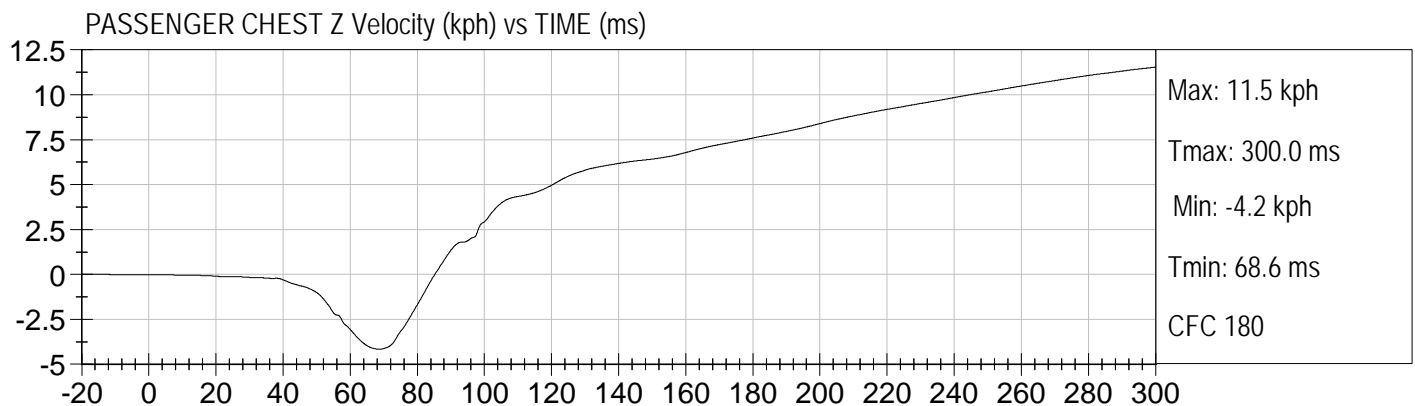
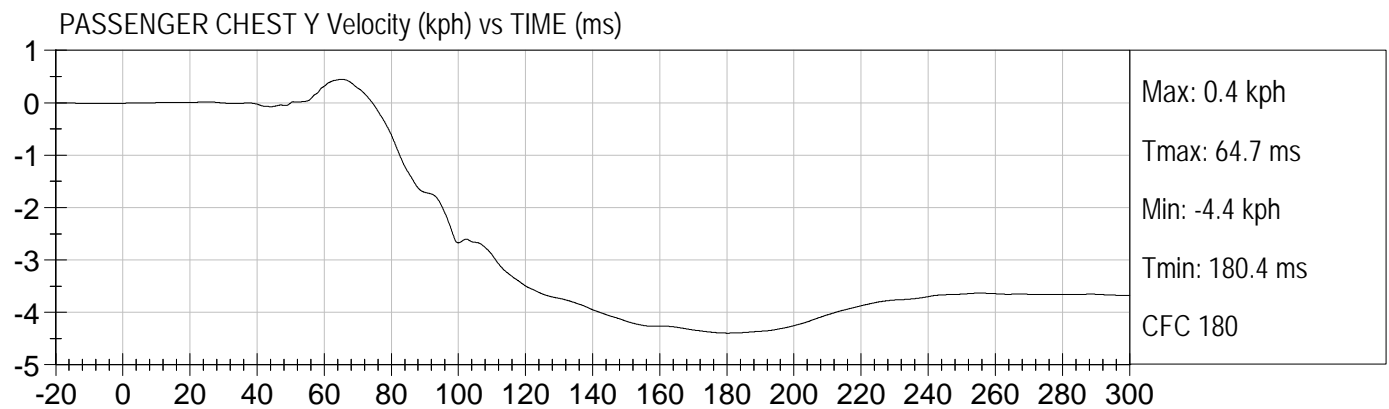
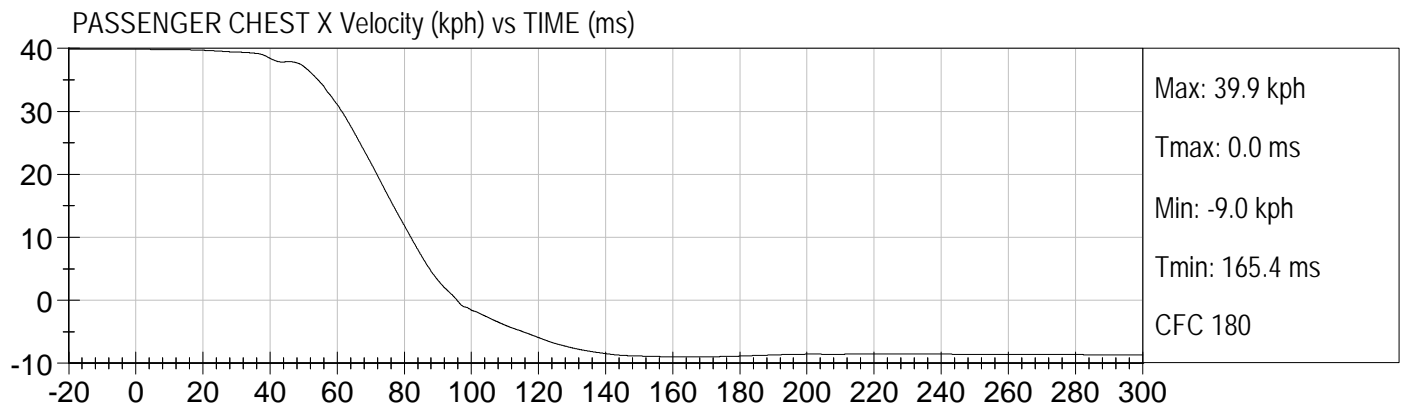




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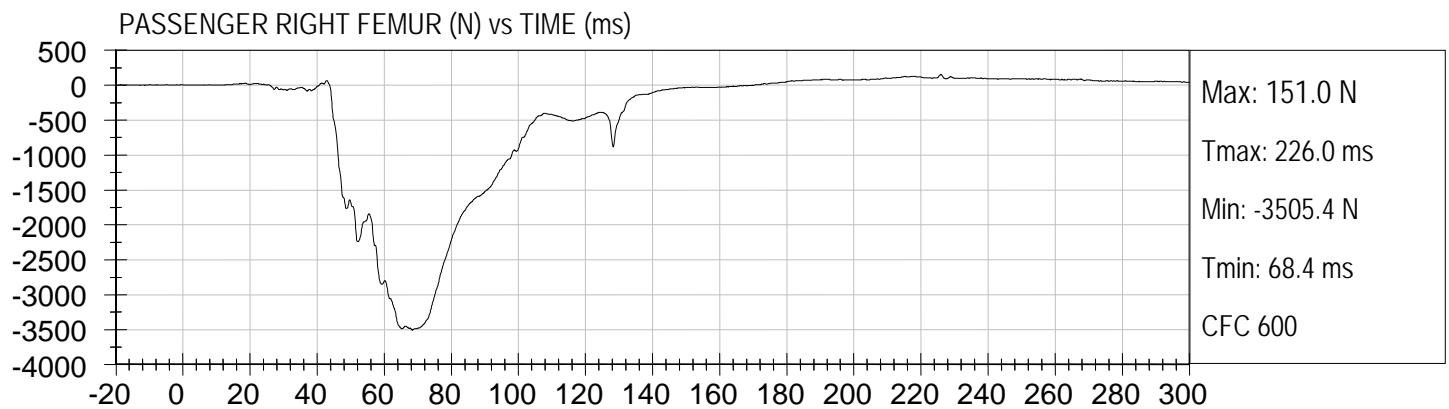
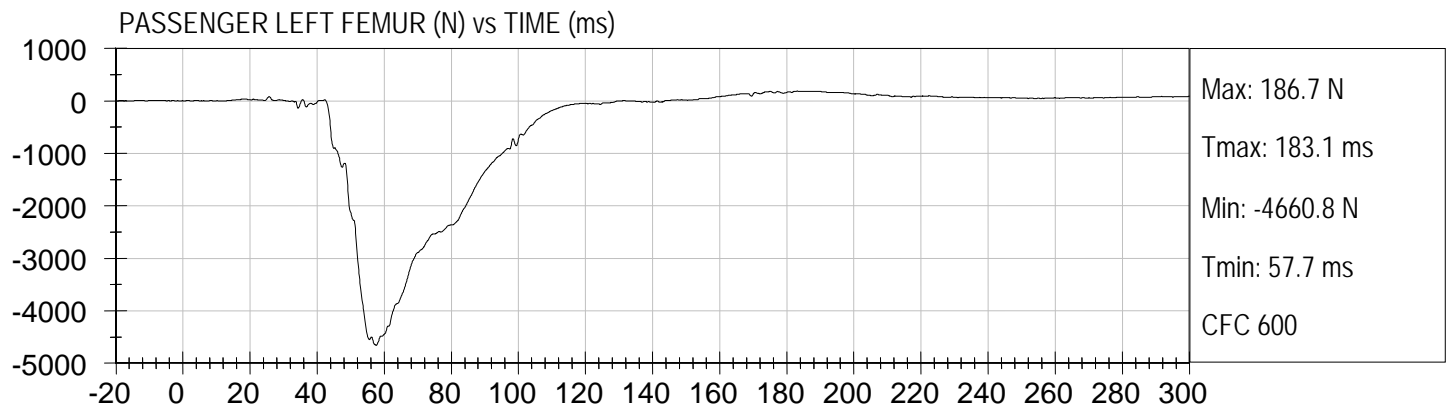






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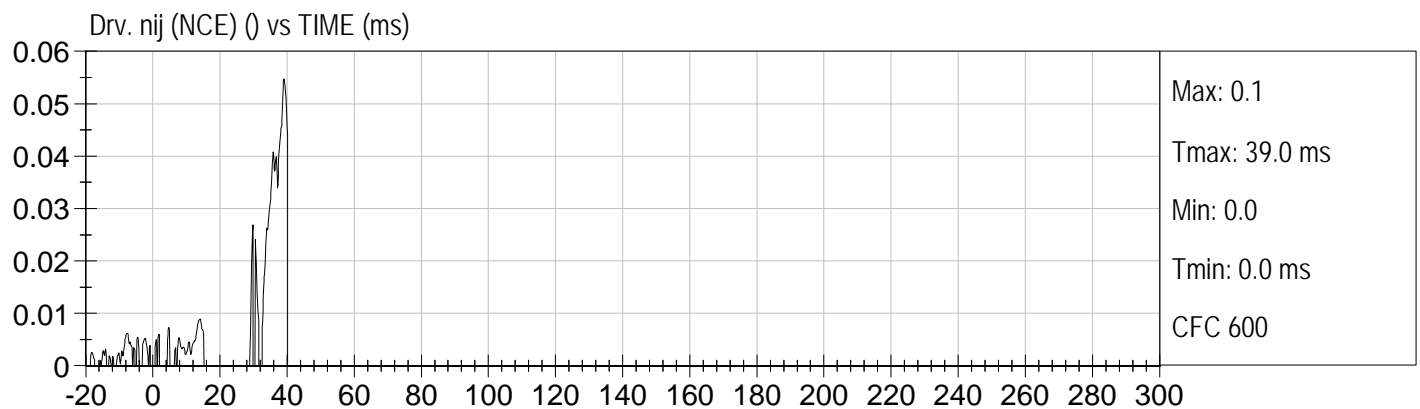
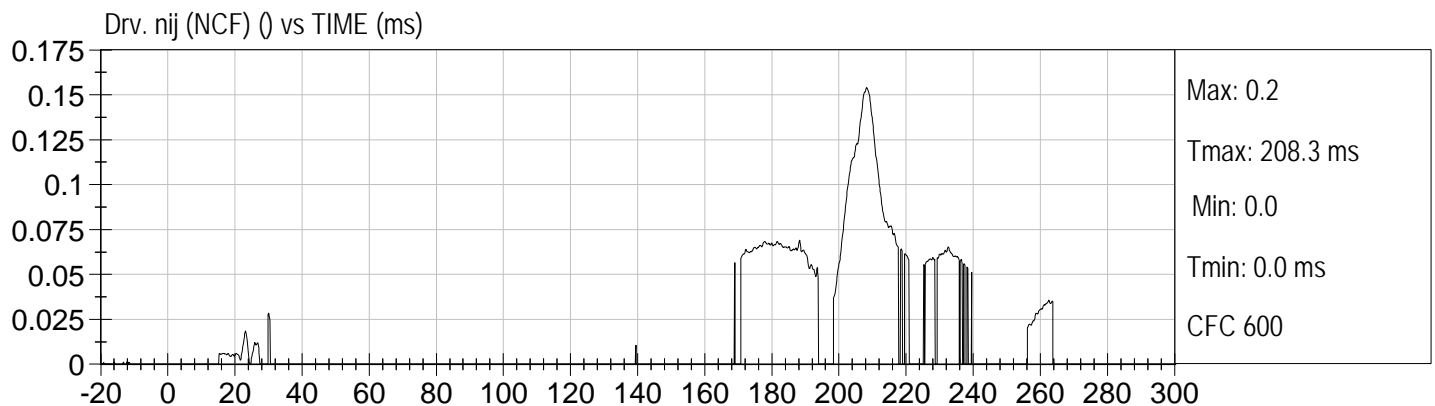
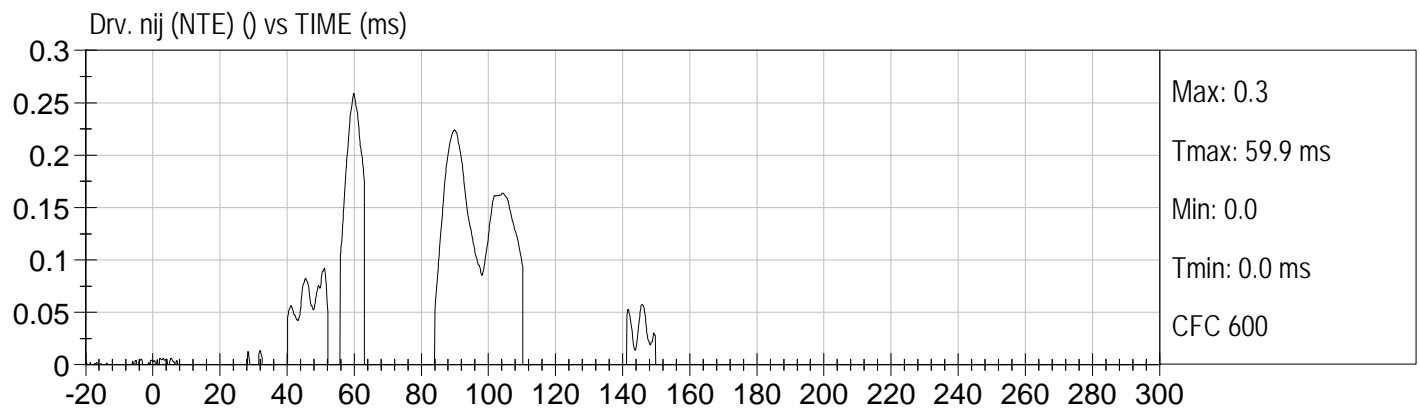
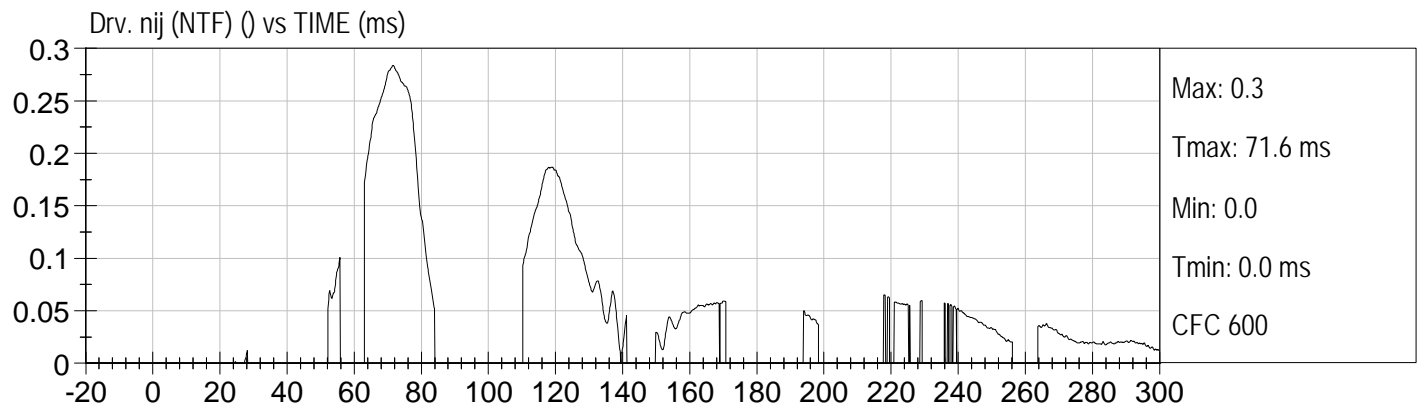
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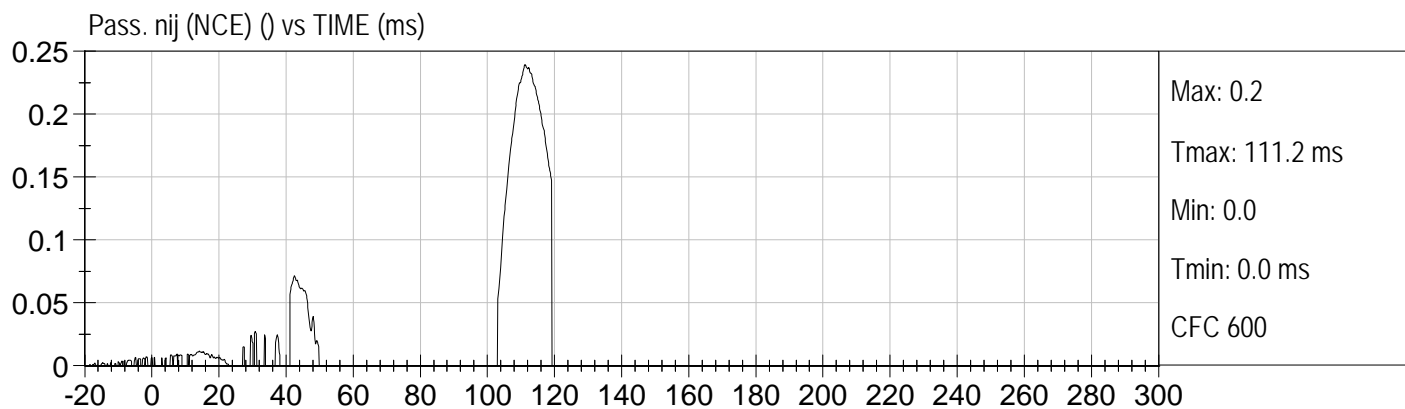
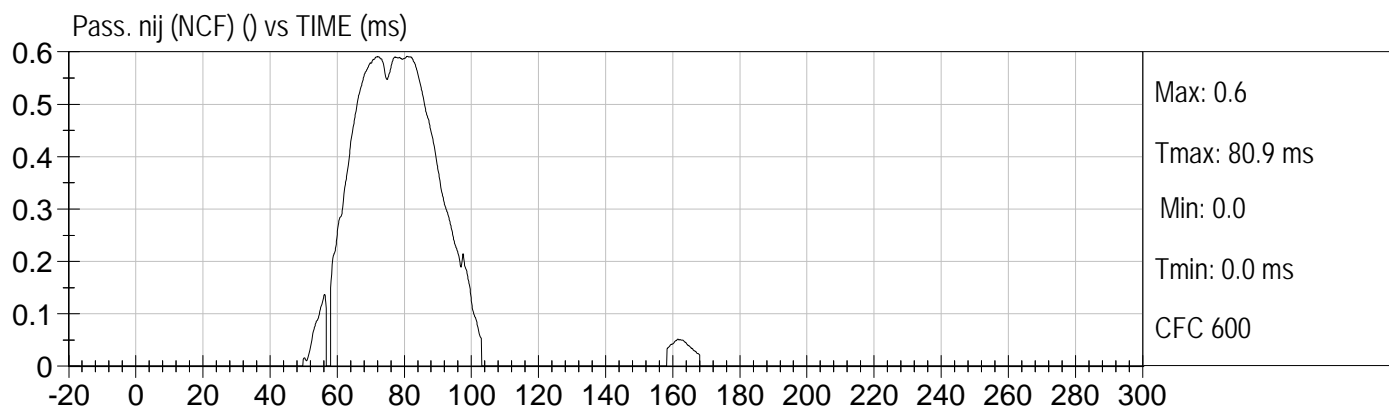
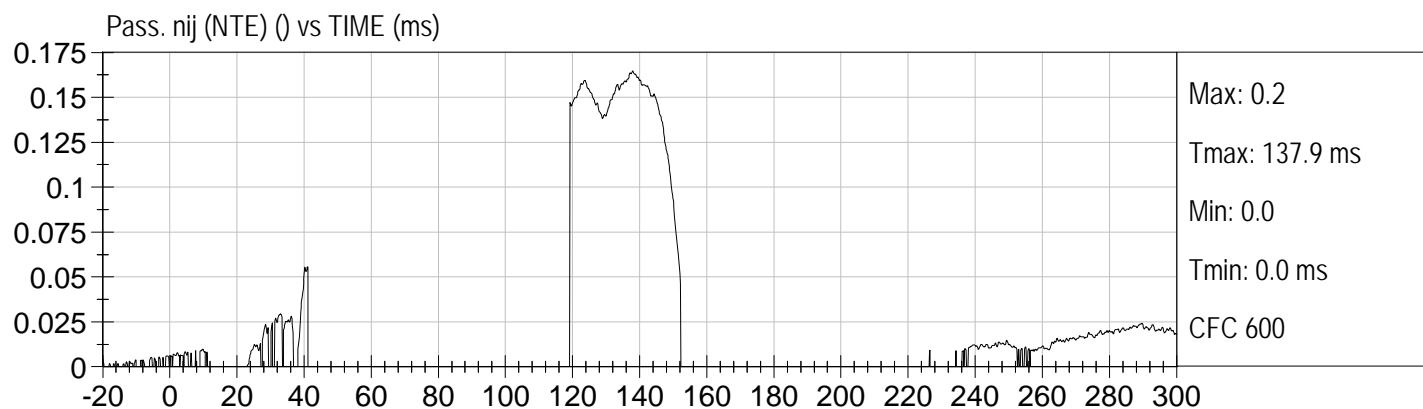
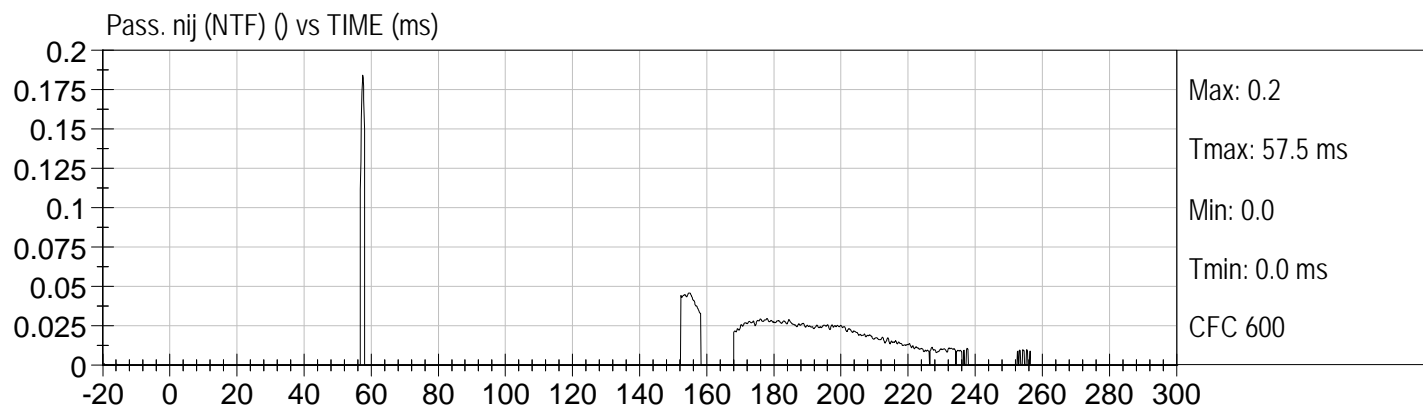
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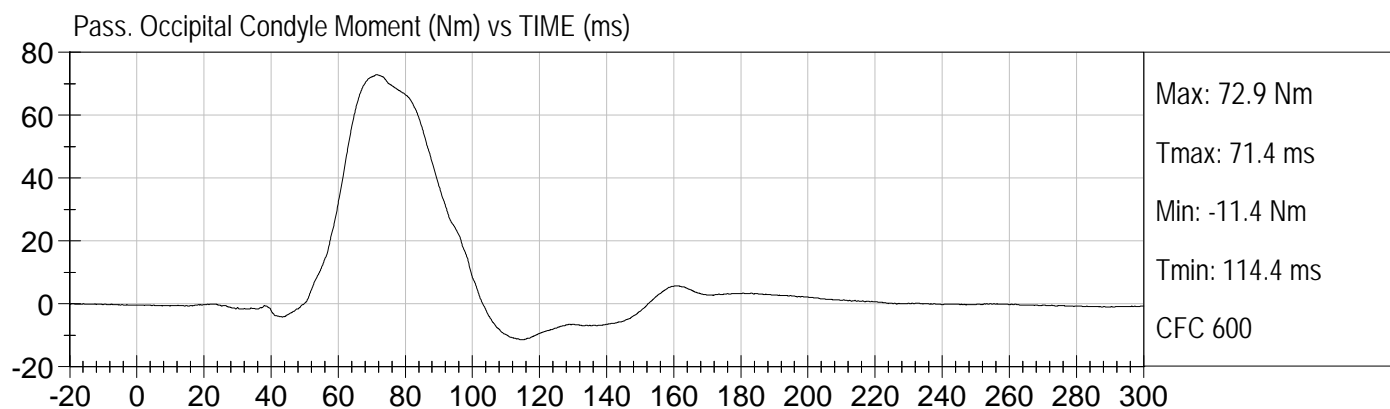
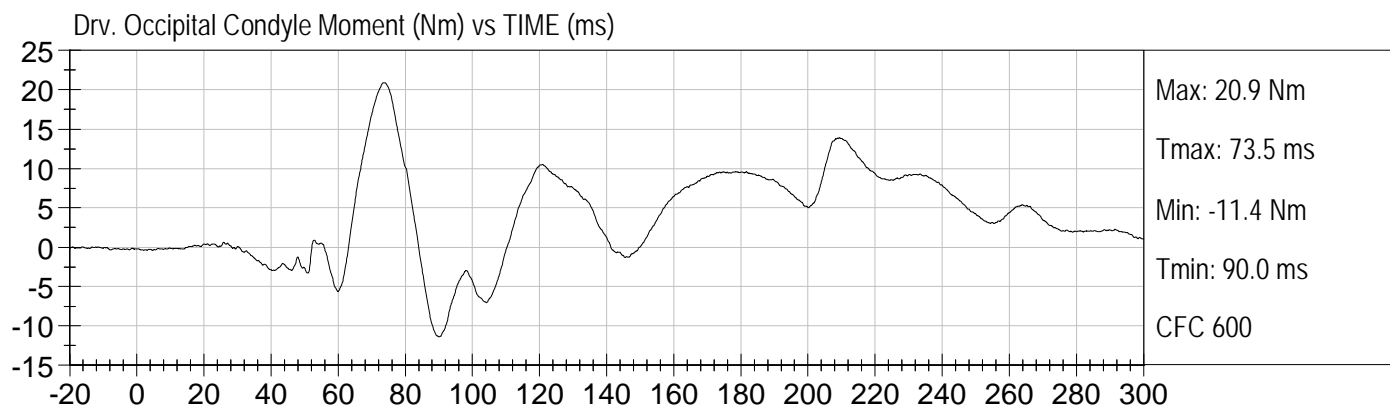
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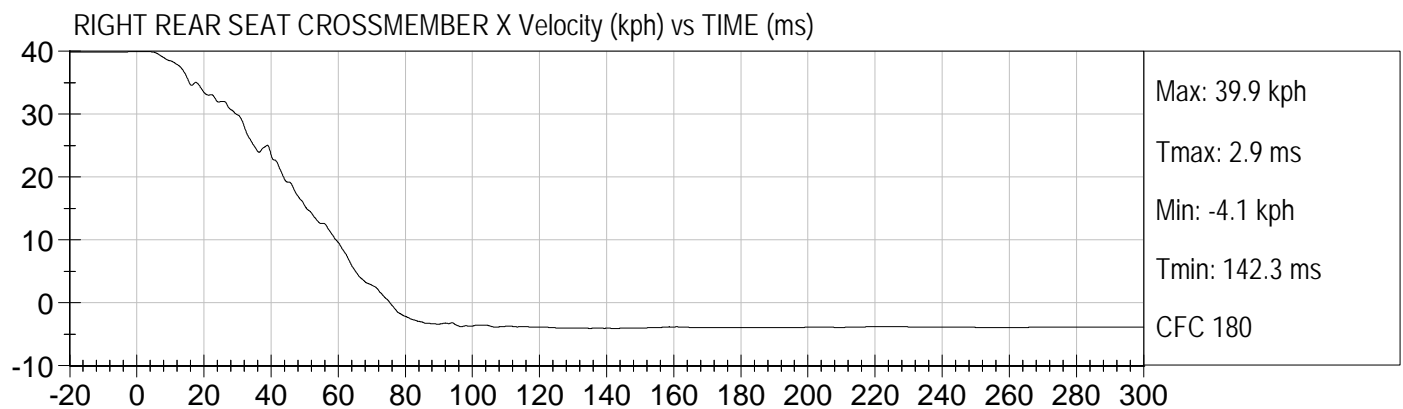
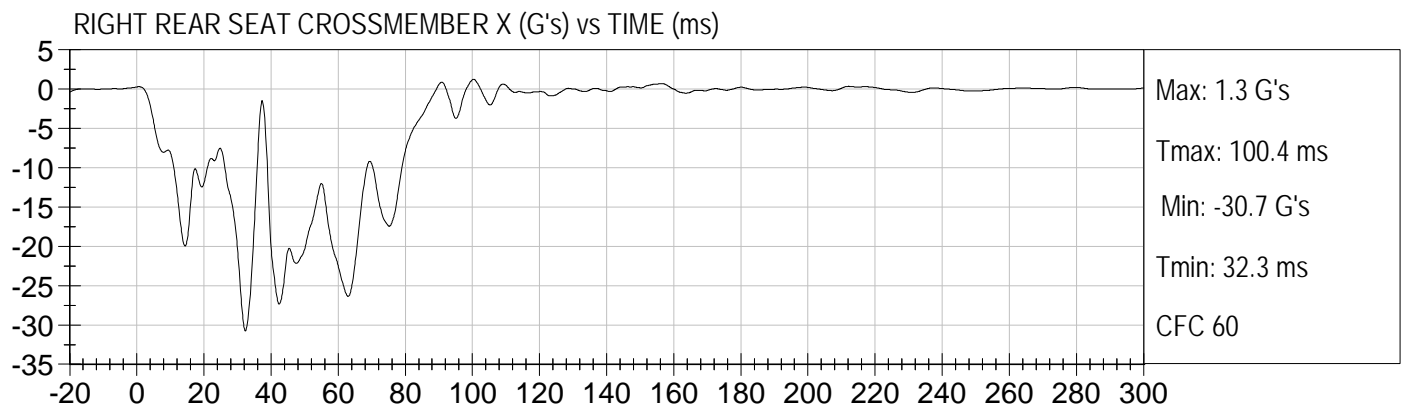
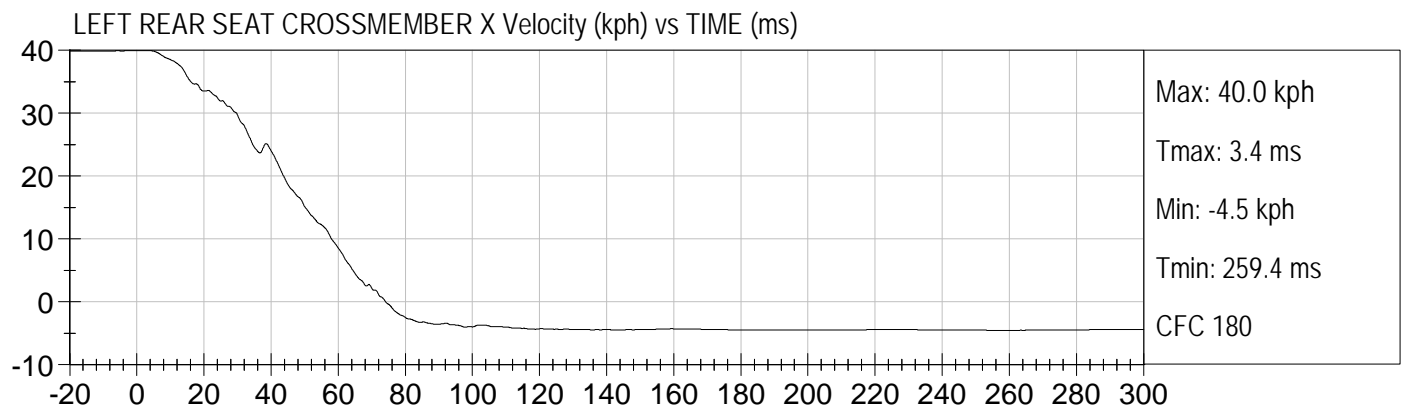
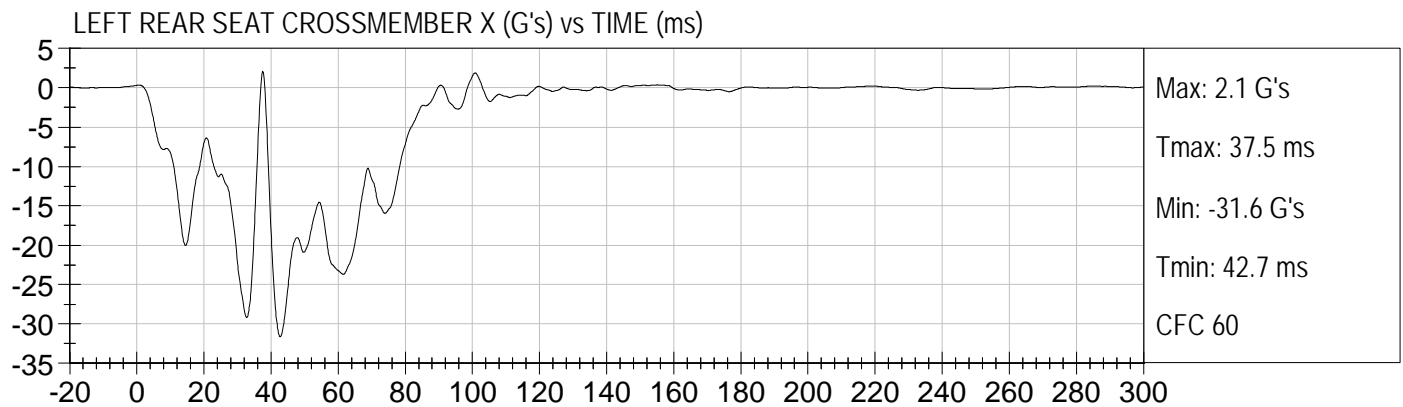


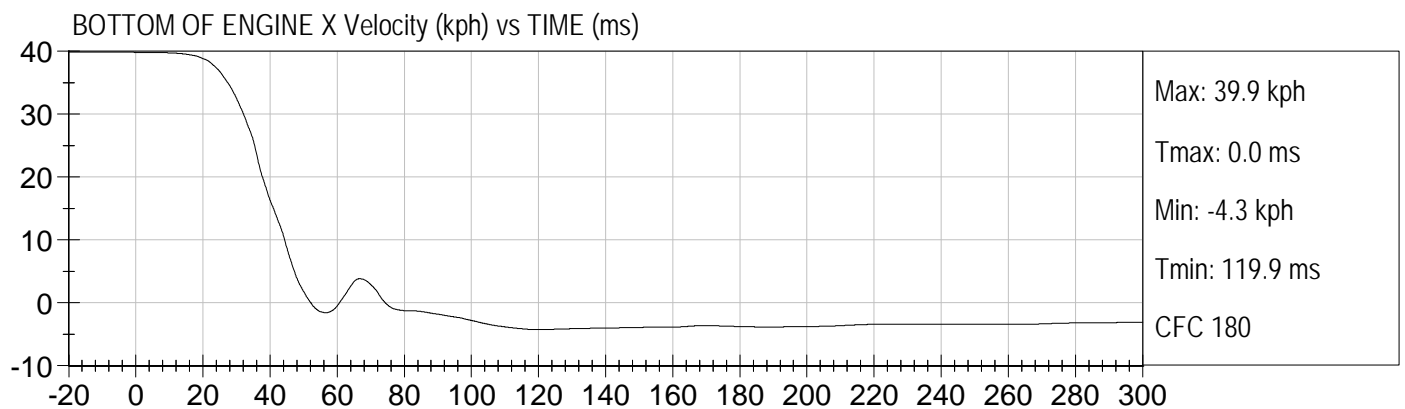
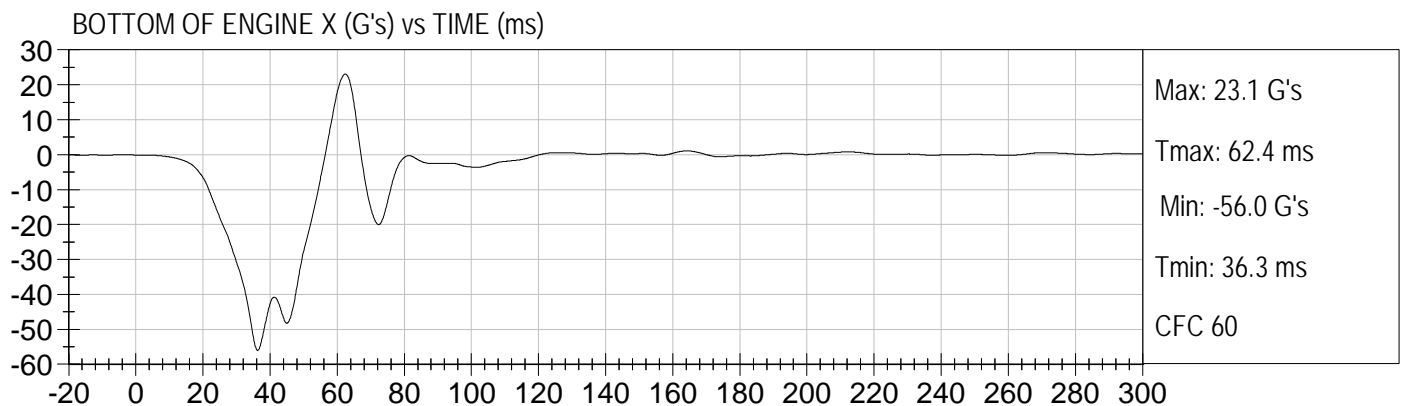
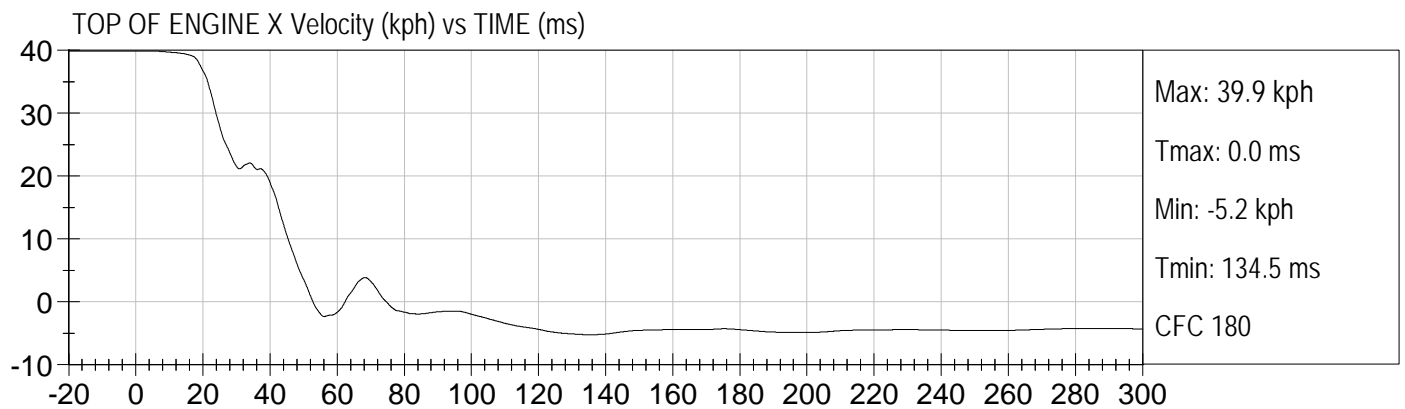
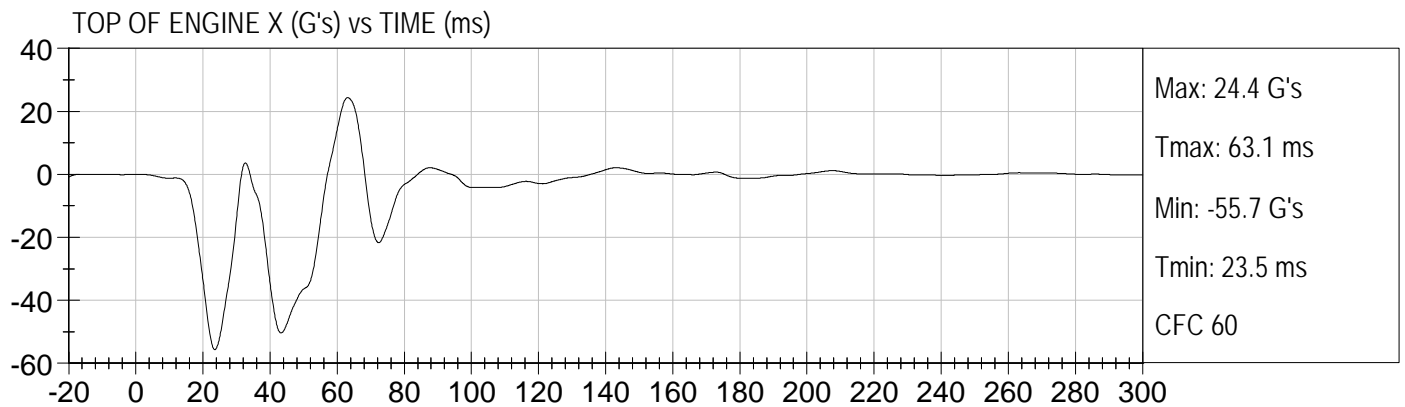


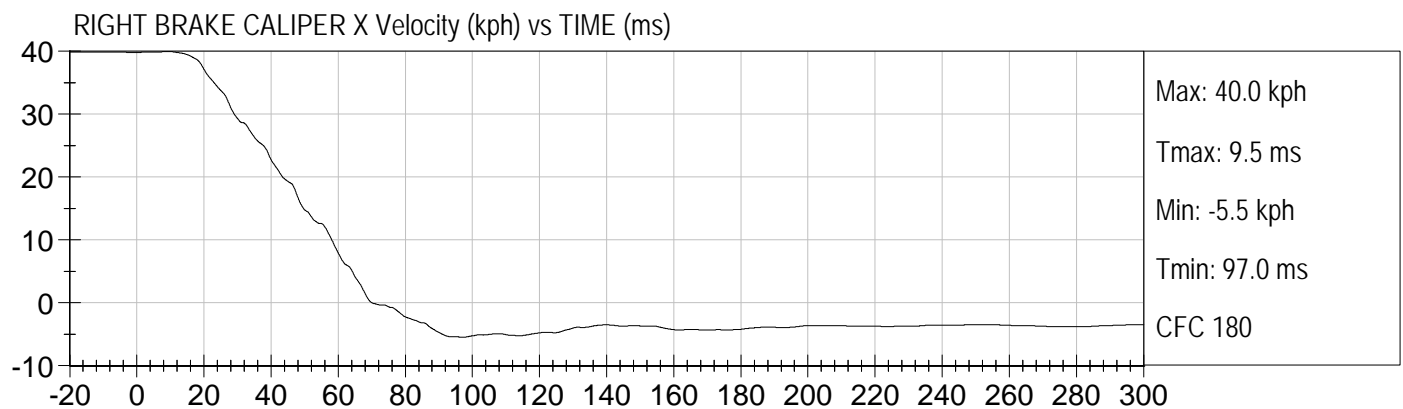
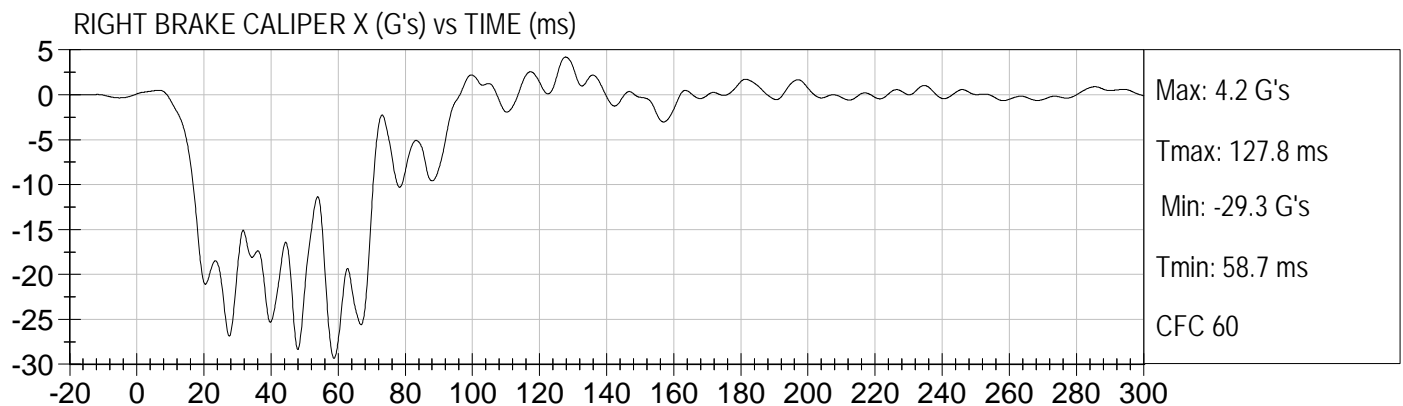
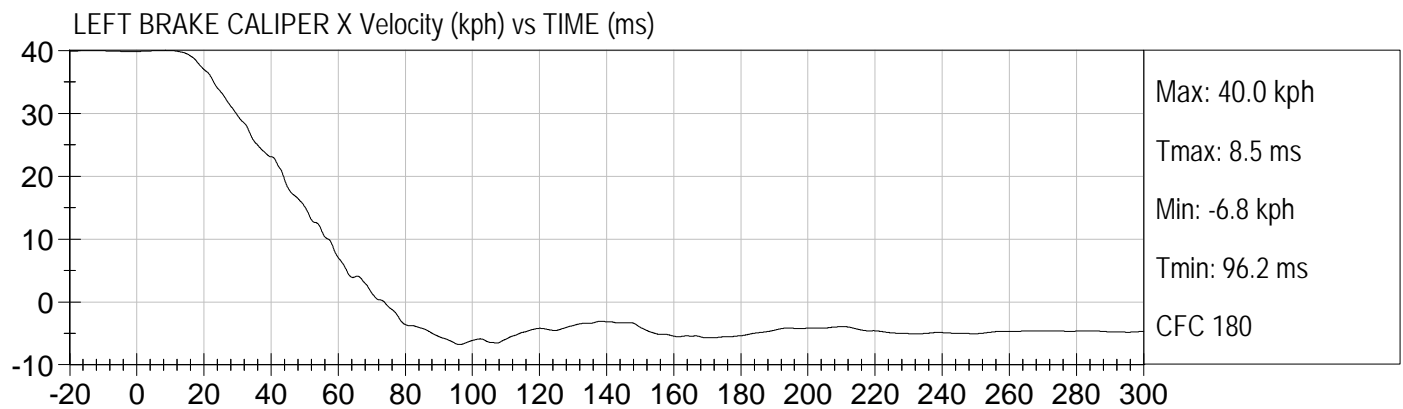
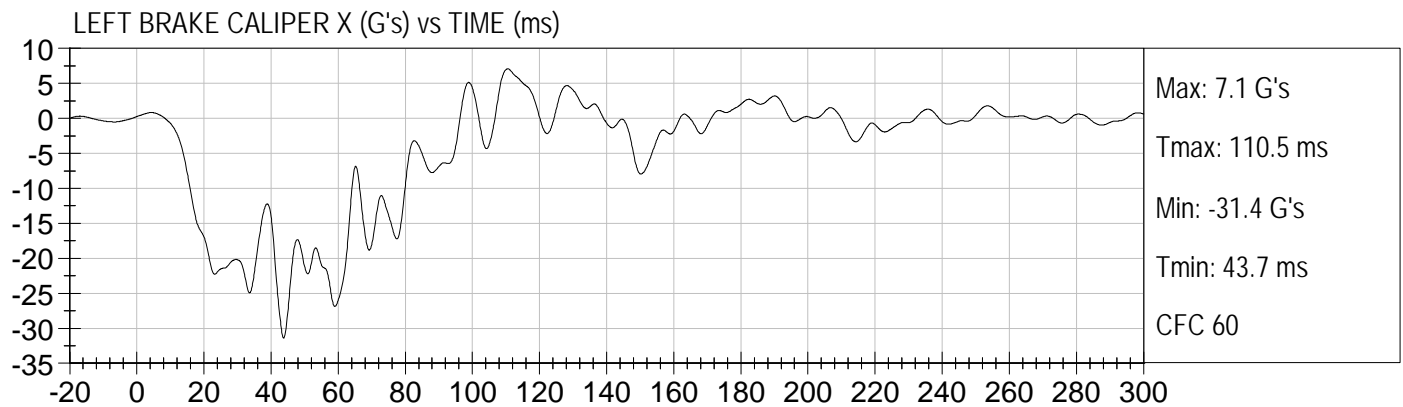
25 MPH FRONTAL UNBELTED
2008 MITSUBISHI LANCER (C85602)

Test Date: 07/02/2008
Speed: 24.8 mph (39.9 km/h)





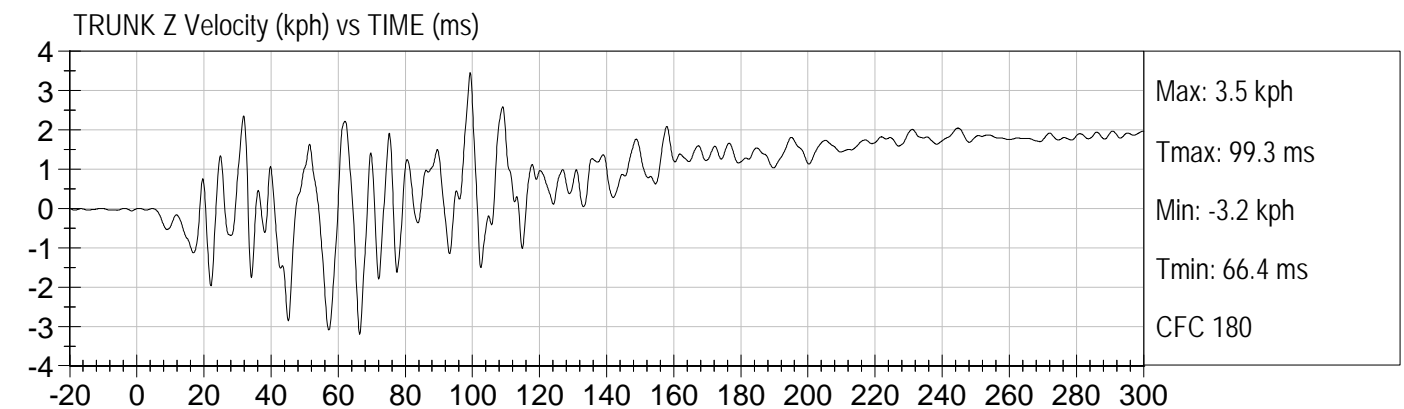
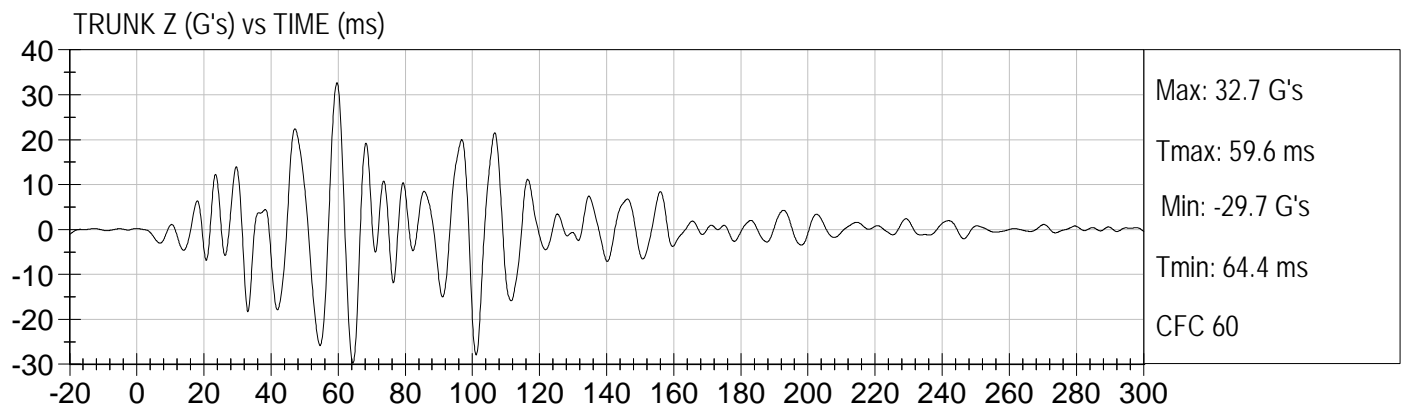
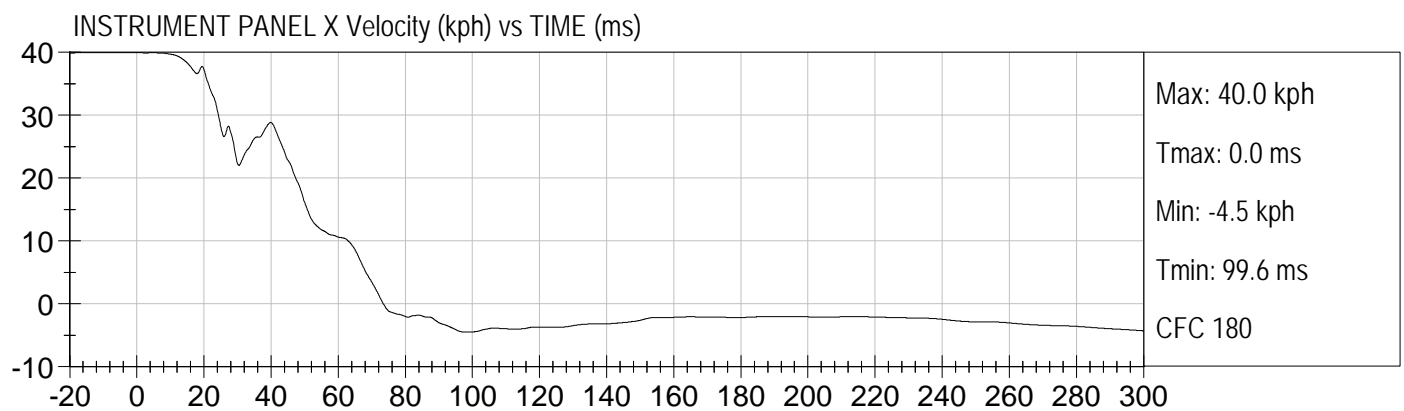
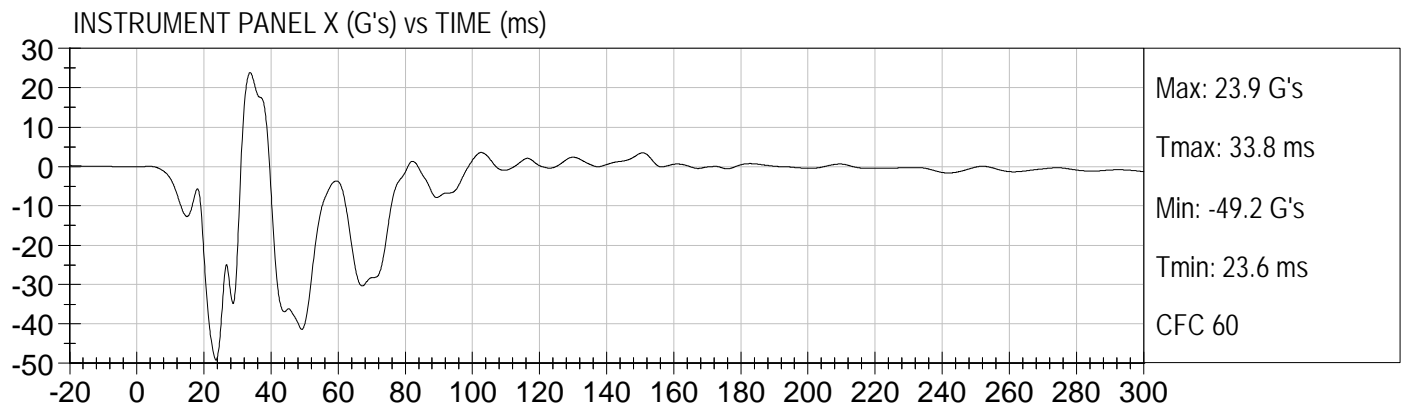






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2008 MITSUBISHI LANCER (C85602)

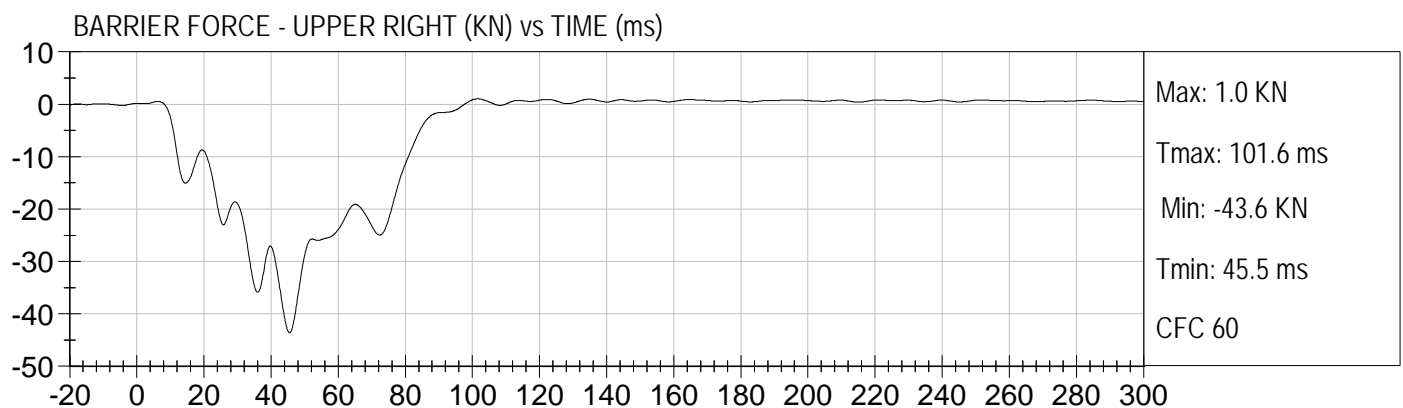
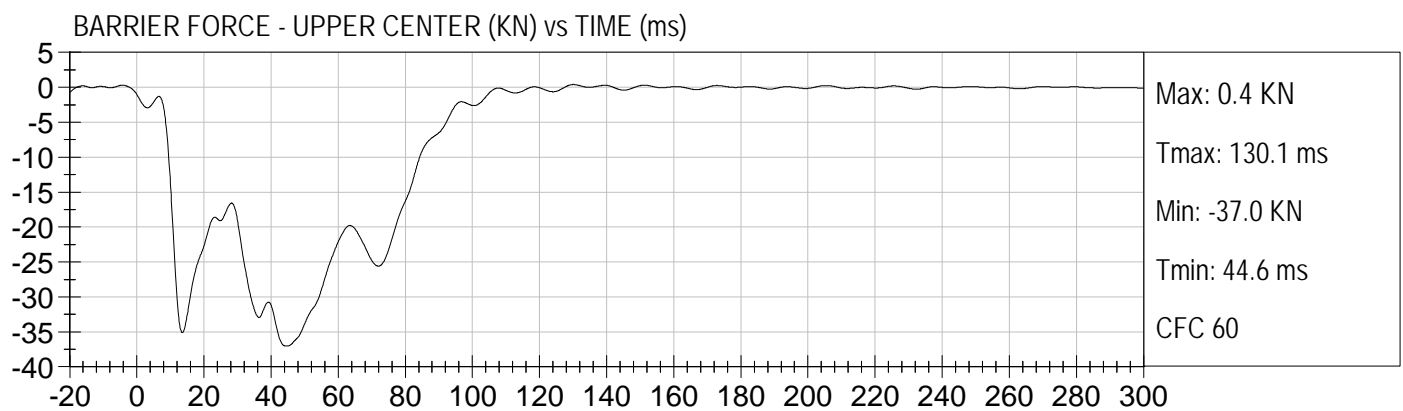
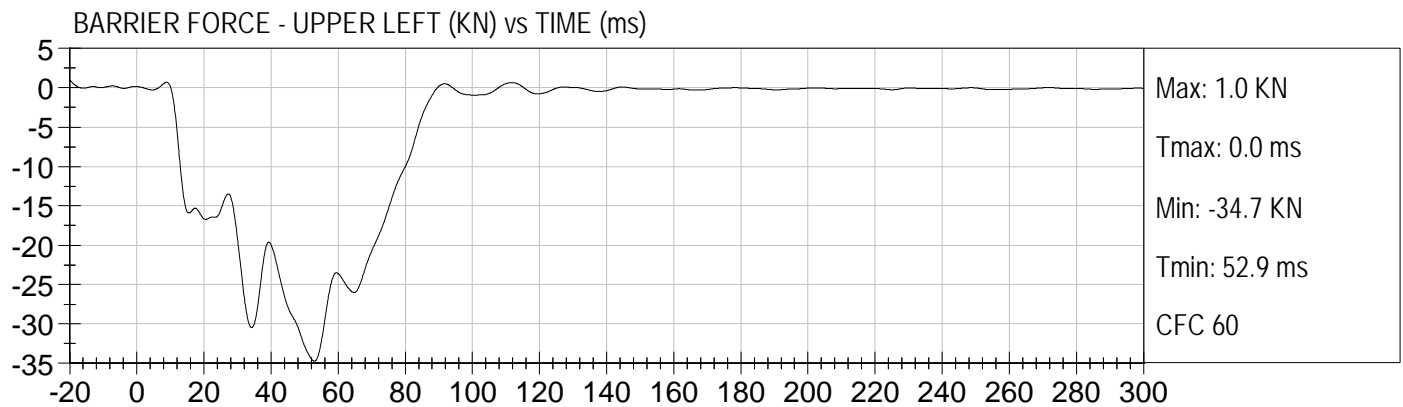
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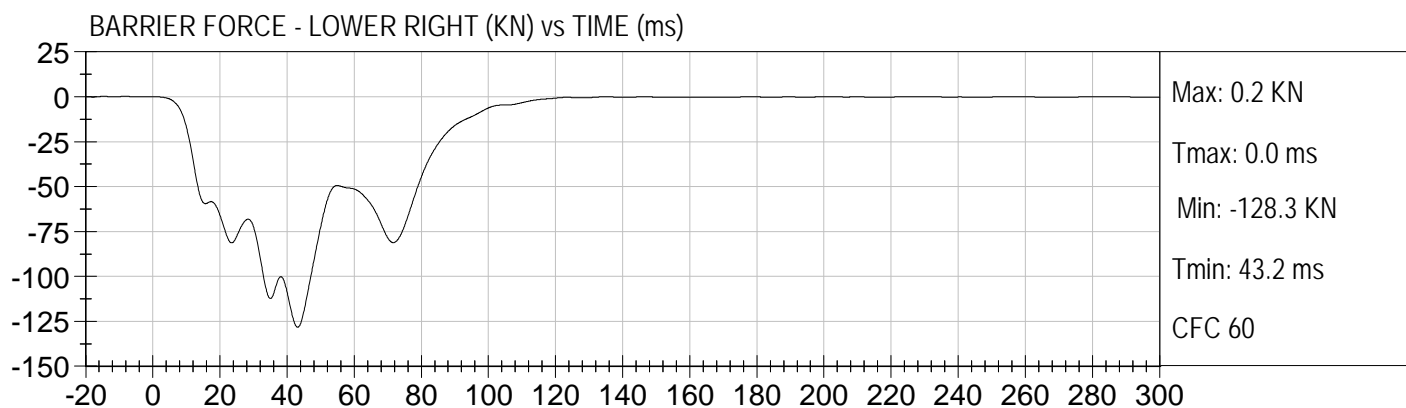
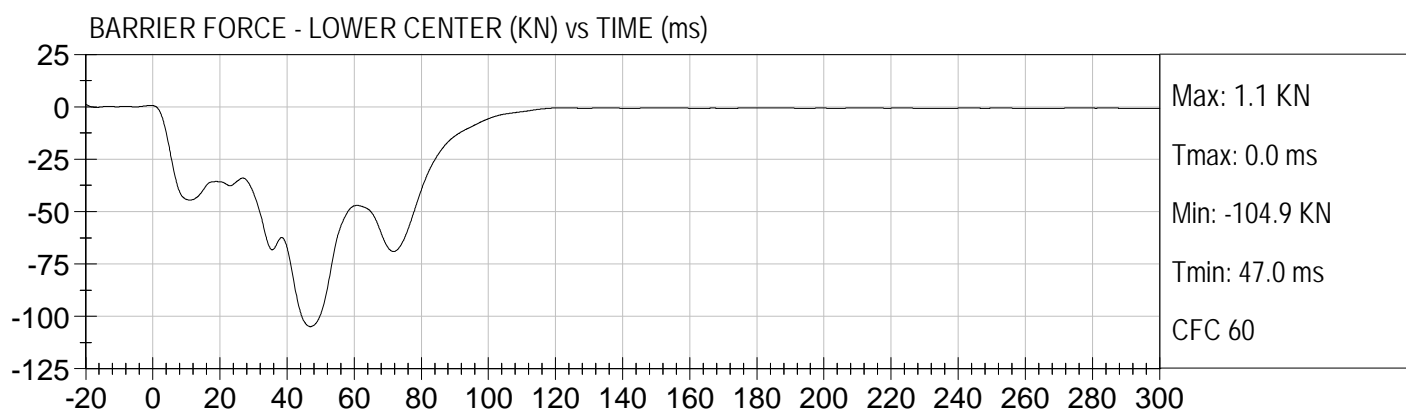
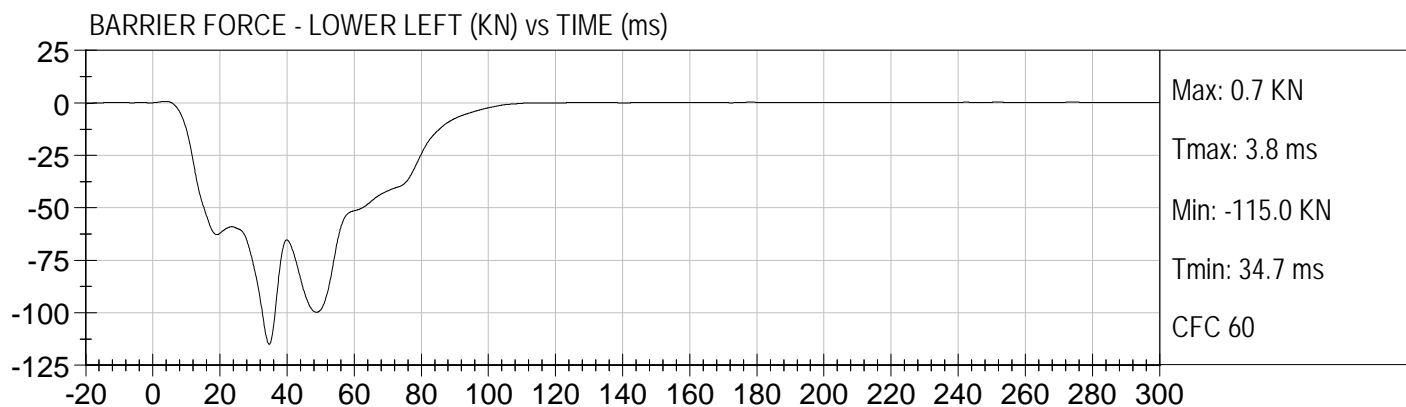




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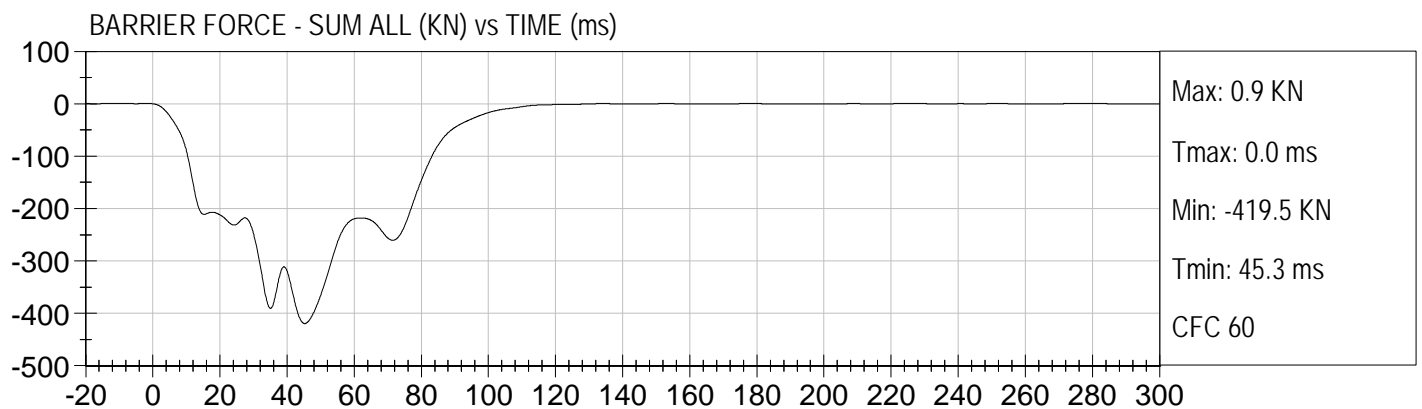
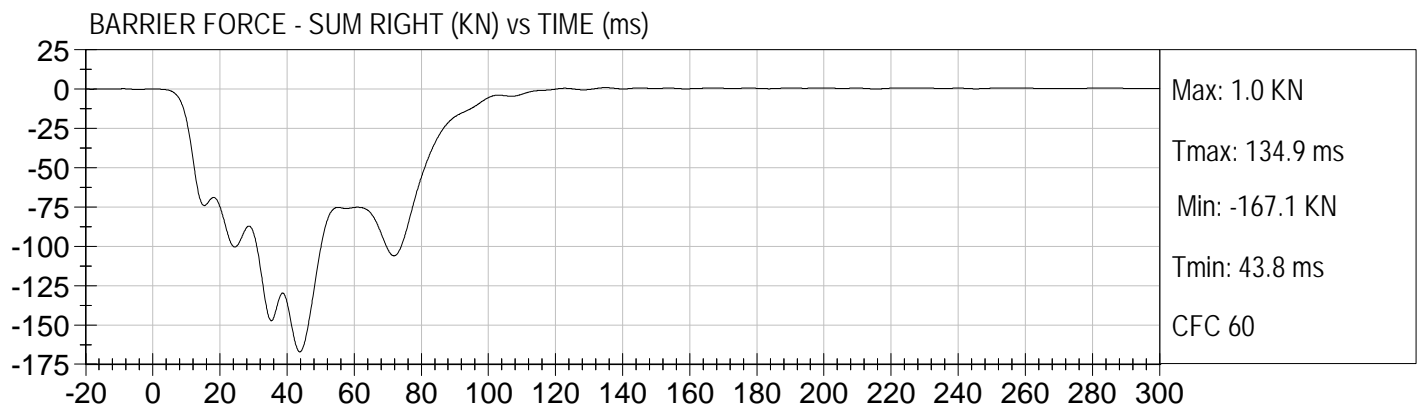
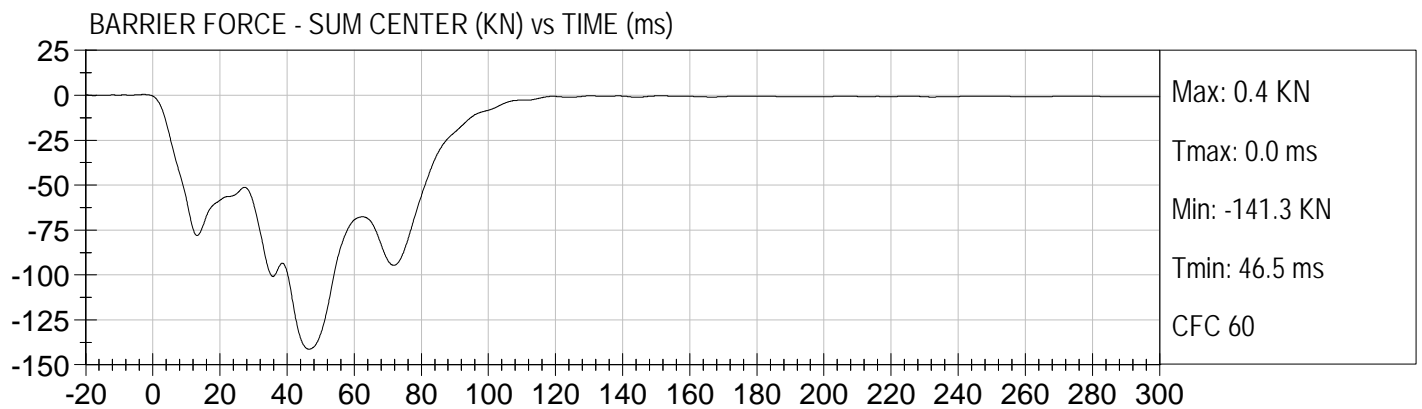
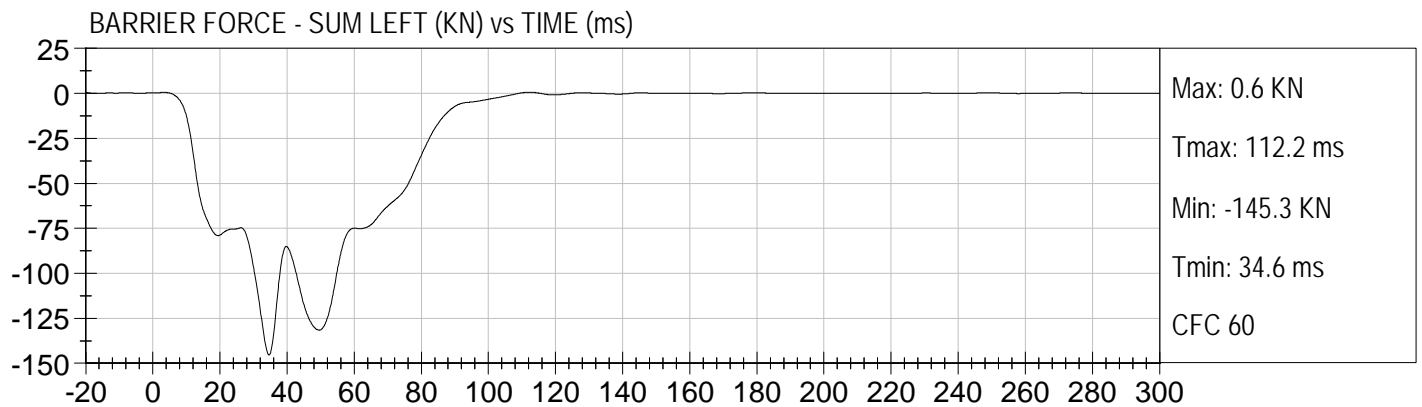






25 MPH FRONTAL UNBELTED
2008 MITSUBISHI LANCER (C85602)

Test Date: 07/02/2008
Speed: 24.8 mph (39.9 km/h)



APPENDIX B
LOW RISK TEST DATA

TABLE OF DATA PLOTS

	<u>Page No.</u>
Figure No. 1. 5 th Fem. P1 Driver Head X Acceleration vs. Time	B-1
Figure No. 2. 5 th Fem. P1 Driver Head Y Acceleration vs. Time	B-1
Figure No. 3. 5 th Fem. P1 Driver Head Z Acceleration vs. Time	B-1
Figure No. 4. 5 th Fem. P1 Driver Head Resultant Acceleration vs. Time	B-1
Figure No. 5. 5 th Fem. P1 Driver Head X Velocity vs. Time	B-2
Figure No. 6. 5 th Fem. P1 Driver Head Y Velocity vs. Time	B-2
Figure No. 7. 5 th Fem. P1 Driver Head Z Velocity vs. Time	B-2
Figure No. 8. 5 th Fem. P1 Driver Neck Force X vs. Time	B-3
Figure No. 9. 5 th Fem. P1 Driver Neck Force Y vs. Time	B-3
Figure No. 10. 5 th Fem. P1 Driver Neck Force Z vs. Time	B-3
Figure No. 11. 5 th Fem. P1 Driver Neck Force Resultant vs. Time	B-3
Figure No. 12. 5 th Fem. P1 Driver Neck Moment X vs. Time	B-4
Figure No. 13. 5 th Fem. P1 Driver Neck Moment Y vs. Time	B-4
Figure No. 14. 5 th Fem. P1 Driver Neck Moment Z vs. Time	B-4
Figure No. 15. 5 th Fem. P1 Driver Occipital Condyle Moment vs. Time	B-4
Figure No. 16. 5 th Fem. P1 Driver Chest X Acceleration vs. Time	B-5
Figure No. 17. 5 th Fem. P1 Driver Chest Y Acceleration vs. Time	B-5
Figure No. 18. 5 th Fem. P1 Driver Chest Z Acceleration vs. Time	B-5
Figure No. 19. 5 th Fem. P1 Driver Chest Resultant Acceleration vs. Time	B-5
Figure No. 20. 5 th Fem. P1 Driver Chest X Velocity vs. Time	B-6
Figure No. 21. 5 th Fem. P1 Driver Chest Y Velocity vs. Time	B-6
Figure No. 22. 5 th Fem. P1 Driver Chest Z Velocity vs. Time	B-6
Figure No. 23. 5 th Fem. P1 Driver Chest Displacement vs. Time	B-6
Figure No. 24. 5 th Fem. P1 Driver Left Femur Force vs. Time	B-7
Figure No. 25. 5 th Fem. P1 Driver Right Femur Force vs. Time	B-7
Figure No. 26. Fire Voltage #1 vs. Time	B-8
Figure No. 27. Fire Current #1 vs. Time	B-8
Figure No. 28. Fire Voltage #2 vs. Time	B-8
Figure No. 29. Fire Current #2 vs. Time	B-8

Figure No. 30.	5 th Fem. P1 Driver Nij (N_{TF}) vs. Time	B-9
Figure No. 31.	5 th Fem. P1 Driver Nij (N_{TE}) vs. Time	B-9
Figure No. 32.	5 th Fem. P1 Driver Nij (N_{CF}) vs. Time	B-9
Figure No. 33.	5 th Fem. P1 Driver Nij (N_{CE}) vs. Time	B-9
Figure No. 34.	5 th Fem. P2 Driver Head X Acceleration vs. Time	B-10
Figure No. 35.	5 th Fem. P2 Driver Head Y Acceleration vs. Time	B-10
Figure No. 36.	5 th Fem. P2 Driver Head Z Acceleration vs. Time	B-10
Figure No. 37.	5 th Fem. P2 Driver Head Resultant Acceleration vs. Time	B-10
Figure No. 38.	5 th Fem. P2 Driver Head X Velocity vs. Time	B-11
Figure No. 39.	5 th Fem. P2 Driver Head Y Velocity vs. Time	B-11
Figure No. 40.	5 th Fem. P2 Driver Head Z Velocity vs. Time	B-11
Figure No. 41.	5 th Fem. P2 Driver Neck Force X vs. Time	B-12
Figure No. 42.	5 th Fem. P2 Driver Neck Force Y vs. Time	B-12
Figure No. 43.	5 th Fem. P2 Driver Neck Force Z vs. Time	B-12
Figure No. 44.	5 th Fem. P2 Driver Neck Force Resultant vs. Time	B-12
Figure No. 45.	5 th Fem. P2 Driver Neck Moment X vs. Time	B-13
Figure No. 46.	5 th Fem. P2 Driver Neck Moment Y vs. Time	B-13
Figure No. 47.	5 th Fem. P2 Driver Neck Moment Z vs. Time	B-13
Figure No. 48.	5 th Fem. P2 Driver Occipital Condyle Moment vs. Time	B-13
Figure No. 49.	5 th Fem. P2 Driver Chest X Acceleration vs. Time	B-14
Figure No. 50.	5 th Fem. P2 Driver Chest Y Acceleration vs. Time	B-14
Figure No. 51.	5 th Fem. P2 Driver Chest Z Acceleration vs. Time	B-14
Figure No. 52.	5 th Fem. P2 Driver Chest Resultant Acceleration vs. Time	B-14
Figure No. 53.	5 th Fem. P2 Driver Chest X Velocity vs. Time	B-15
Figure No. 54.	5 th Fem. P2 Driver Chest Y Velocity vs. Time	B-15
Figure No. 55.	5 th Fem. P2 Driver Chest Z Velocity vs. Time	B-15
Figure No. 56.	5 th Fem. P2 Driver Chest Displacement vs. Time	B-15
Figure No. 57.	5 th Fem. P2 Driver Left Femur Force vs. Time	B-16
Figure No. 58.	5 th Fem. P2 Driver Right Femur Force vs. Time	B-16
Figure No. 59.	Fire Voltage #1 vs. Time	B-17

	<u>Page No.</u>
Figure No. 60. Fire Current #1 vs. Time	B-17
Figure No. 61. Fire Voltage #2 vs. Time	B-17
Figure No. 62. Fire Current #2 vs. Time	B-17
Figure No. 63. 5 th Fem. P2 Driver Nij (N_{TF}) vs. Time	B-18
Figure No. 64. 5 th Fem. P2 Driver Nij (N_{TE}) vs. Time	B-18
Figure No. 65. 5 th Fem. P2 Driver Nij (N_{CF}) vs. Time	B-18
Figure No. 66. 5 th Fem. P2 Driver Nij (N_{CE}) vs. Time	B-18
Figure No. 67. 6YO P1 Passenger Head X Acceleration vs. Time	B-19
Figure No. 68. 6YO P1 Passenger Head Y Acceleration vs. Time	B-19
Figure No. 69. 6YO P1 Passenger Head Z Acceleration vs. Time	B-19
Figure No. 70. 6YO P1 Passenger Head Resultant Acceleration vs. Time	B-19
Figure No. 71. 6YO P1 Passenger Head X Velocity vs. Time	B-20
Figure No. 72. 6YO P1 Passenger Head Y Velocity vs. Time	B-20
Figure No. 73. 6YO P1 Passenger Head Z Velocity vs. Time	B-20
Figure No. 74. 6YO P1 Passenger Neck Force X vs. Time	B-21
Figure No. 75. 6YO P1 Passenger Neck Force Y vs. Time	B-21
Figure No. 76. 6YO P1 Passenger Neck Force Z vs. Time	B-21
Figure No. 77. 6YO P1 Passenger Neck Force Resultant vs. Time	B-21
Figure No. 78. 6YO P1 Passenger Neck Moment X vs. Time	B-22
Figure No. 79. 6YO P1 Passenger Neck Moment Y vs. Time	B-22
Figure No. 80. 6YO P1 Passenger Neck Moment Z vs. Time	B-22
Figure No. 81. 6YO P1 Passenger Occipital Condyle Moment vs. Time	B-22
Figure No. 82. 6YO P1 Passenger Chest X Acceleration vs. Time	B-23
Figure No. 83. 6YO P1 Passenger Chest Y Acceleration vs. Time	B-23
Figure No. 84. 6YO P1 Passenger Chest Z Acceleration vs. Time	B-23
Figure No. 85. 6YO P1 Passenger Chest Resultant Acceleration vs. Time	B-23
Figure No. 86. 6YO P1 Passenger Chest X Velocity vs. Time	B-24
Figure No. 87. 6YO P1 Passenger Chest Y Velocity vs. Time	B-24
Figure No. 88. 6YO P1 Passenger Chest Z Velocity vs. Time	B-24
Figure No. 89. 6YO P1 Passenger Chest Displacement vs. Time	B-24

Figure No. 90.	Fire Voltage #1 vs. Time	B-25
Figure No. 91.	Fire Current #1 vs. Time	B-25
Figure No. 92.	Fire Voltage #2 vs. Time	B-25
Figure No. 93.	Fire Current #2 vs. Time	B-25
Figure No. 94.	6YO P1 Passenger Nij (N_{TF}) vs. Time	B-26
Figure No. 95.	6YO P1 Passenger Nij (N_{TE}) vs. Time	B-26
Figure No. 96.	6YO P1 Passenger Nij (N_{CF}) vs. Time	B-26
Figure No. 97.	6YO P1 Passenger Nij (N_{CE}) vs. Time	B-26
Figure No. 98.	6YO P2 Passenger Head X Acceleration vs. Time	B-27
Figure No. 99.	6YO P2 Passenger Head Y Acceleration vs. Time	B-27
Figure No. 100.	6YO P2 Passenger Head Z Acceleration vs. Time	B-27
Figure No. 101.	6YO P2 Passenger Head Resultant Acceleration vs. Time	B-27
Figure No. 102.	6YO P2 Passenger Head X Velocity vs. Time	B-28
Figure No. 103.	6YO P2 Passenger Head Y Velocity vs. Time	B-28
Figure No. 104.	6YO P2 Passenger Head Z Velocity vs. Time	B-28
Figure No. 105.	6YO P2 Passenger Neck Force X vs. Time	B-29
Figure No. 106.	6YO P2 Passenger Neck Force Y vs. Time	B-29
Figure No. 107.	6YO P2 Passenger Neck Force Z vs. Time	B-29
Figure No. 108.	6YO P2 Passenger Neck Force Resultant vs. Time	B-29
Figure No. 109.	6YO P2 Passenger Neck Moment X vs. Time	B-30
Figure No. 110.	6YO P2 Passenger Neck Moment Y vs. Time	B-30
Figure No. 111.	6YO P2 Passenger Neck Moment Z vs. Time	B-30
Figure No. 112.	6YO P2 Passenger Occipital Condyle Moment vs. Time	B-30
Figure No. 113.	6YO P2 Passenger Chest X Acceleration vs. Time	B-31
Figure No. 114.	6YO P2 Passenger Chest Y Acceleration vs. Time	B-31
Figure No. 115.	6YO P2 Passenger Chest Z Acceleration vs. Time	B-31
Figure No. 116.	6YO P2 Passenger Chest Resultant Acceleration vs. Time	B-31
Figure No. 117.	6YO P2 Passenger Chest X Velocity vs. Time	B-32
Figure No. 118.	6YO P2 Passenger Chest Y Velocity vs. Time	B-32
Figure No. 119.	6YO P2 Passenger Chest Z Velocity vs. Time	B-32

Page No.

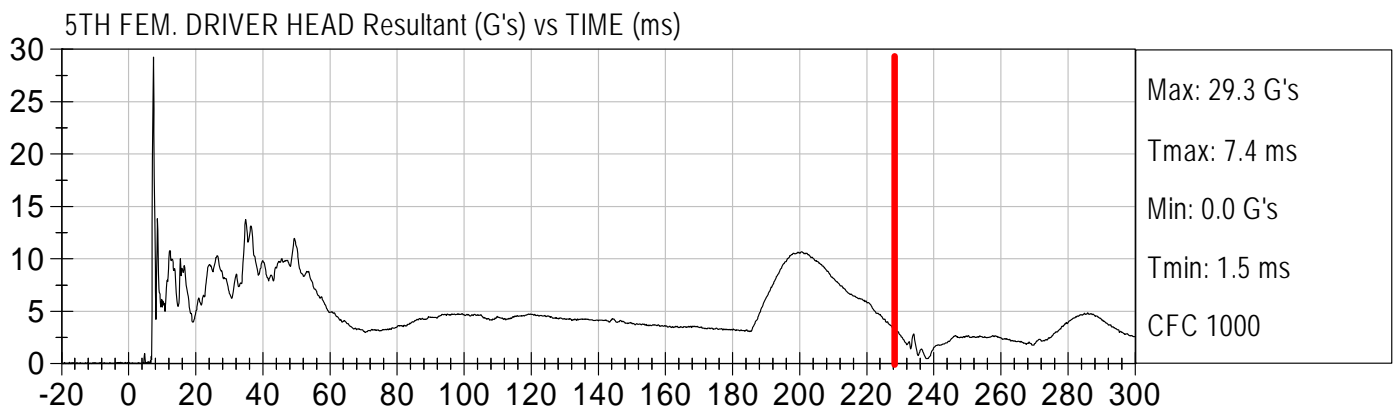
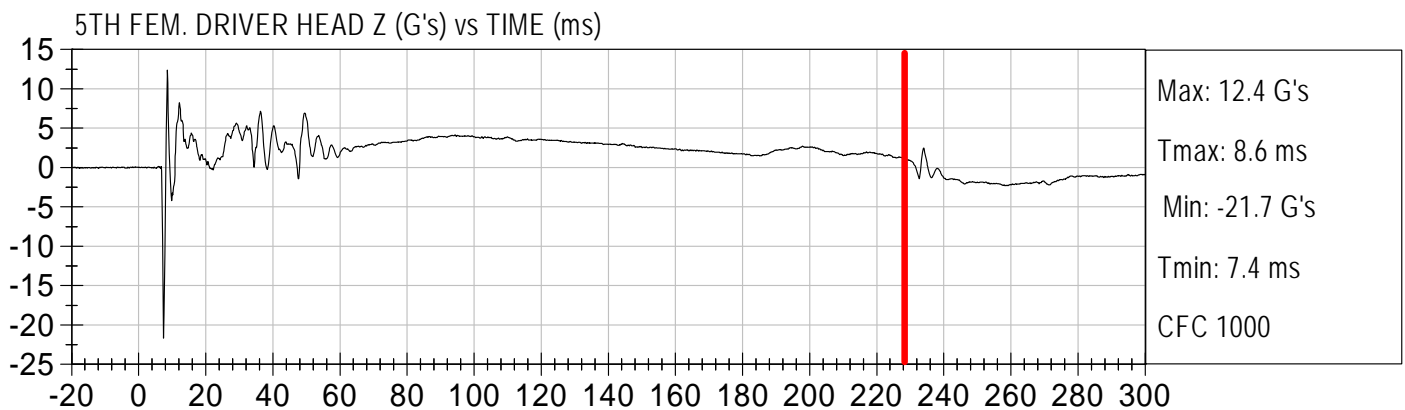
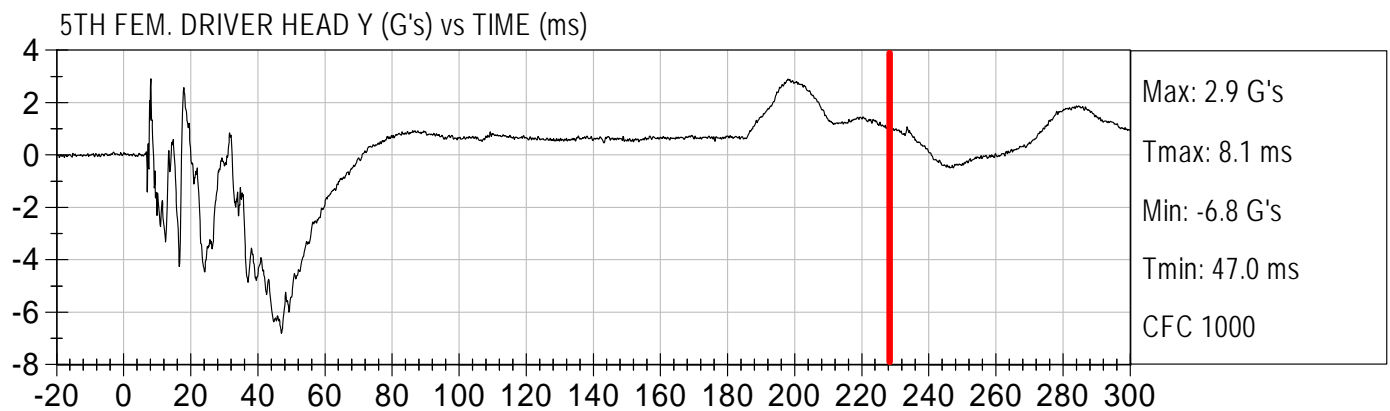
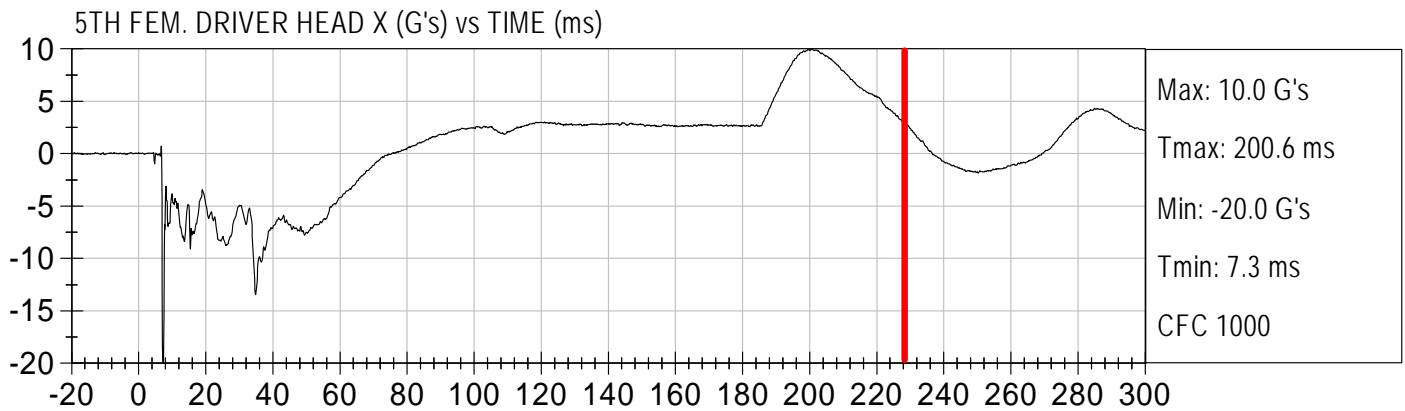
Figure No. 120.	6YO P2 Passenger Chest Displacement vs. Time	B-32
Figure No. 121.	Fire Voltage #1 vs. Time	B-33
Figure No. 122.	Fire Current #1 vs. Time	B-33
Figure No. 123.	Fire Voltage #2 vs. Time	B-33
Figure No. 124.	Fire Current #2 vs. Time	B-33
Figure No. 125.	6YO P2 Passenger Nij (N_{TF}) vs. Time	B-34
Figure No. 126.	6YO P2 Passenger Nij (N_{TE}) vs. Time	B-34
Figure No. 127.	6YO P2 Passenger Nij (N_{CF}) vs. Time	B-34
Figure No. 128.	6YO P2 Passenger Nij (N_{CE}) vs. Time	B-34



LOW RISK DEPLOYMENT
2008 Mitsubishi Lancer (C85602) (5th P1)

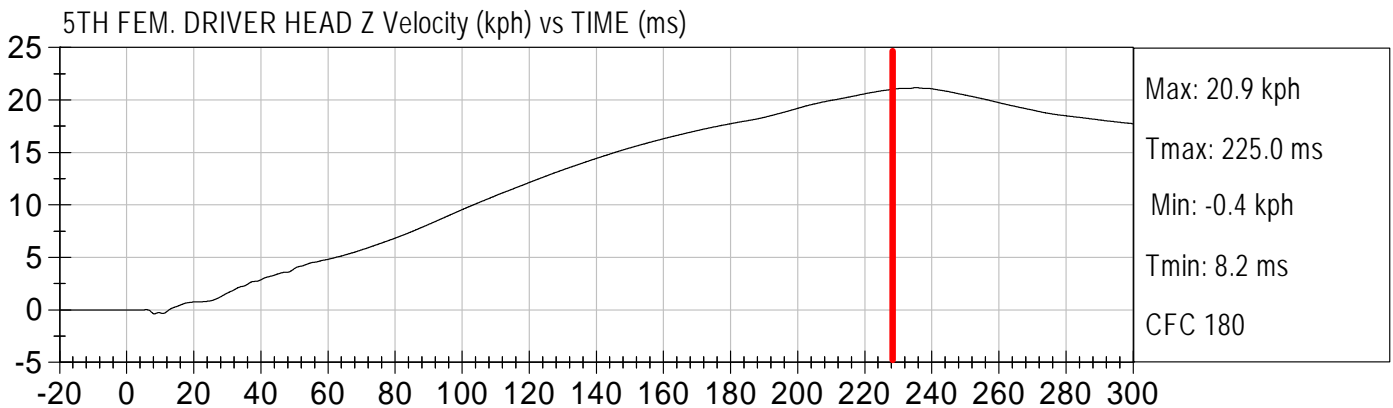
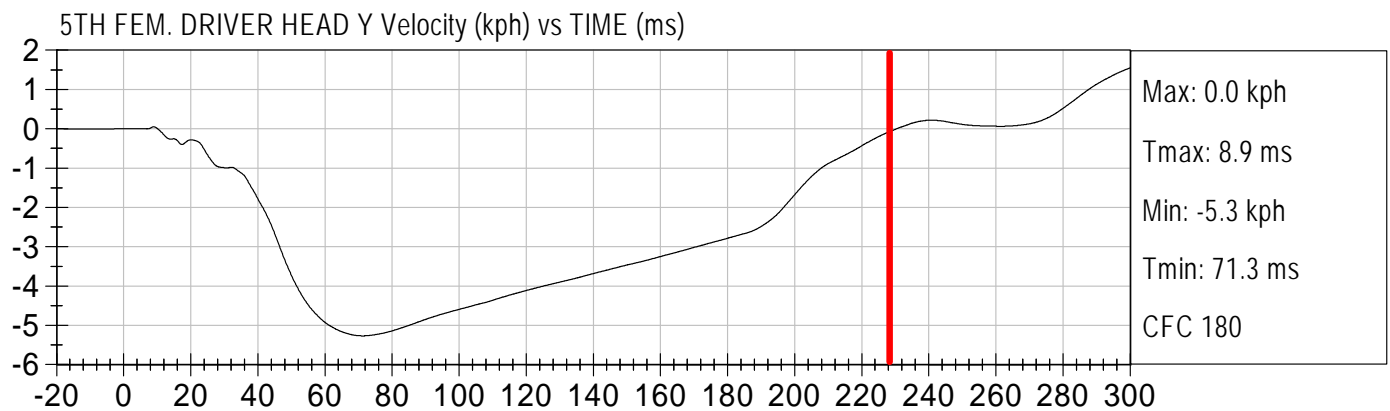
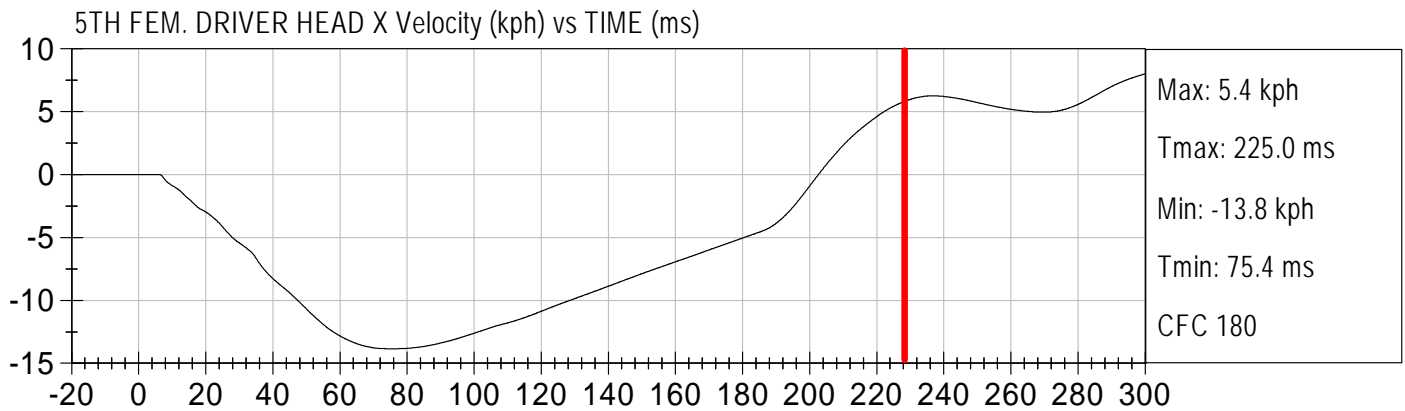
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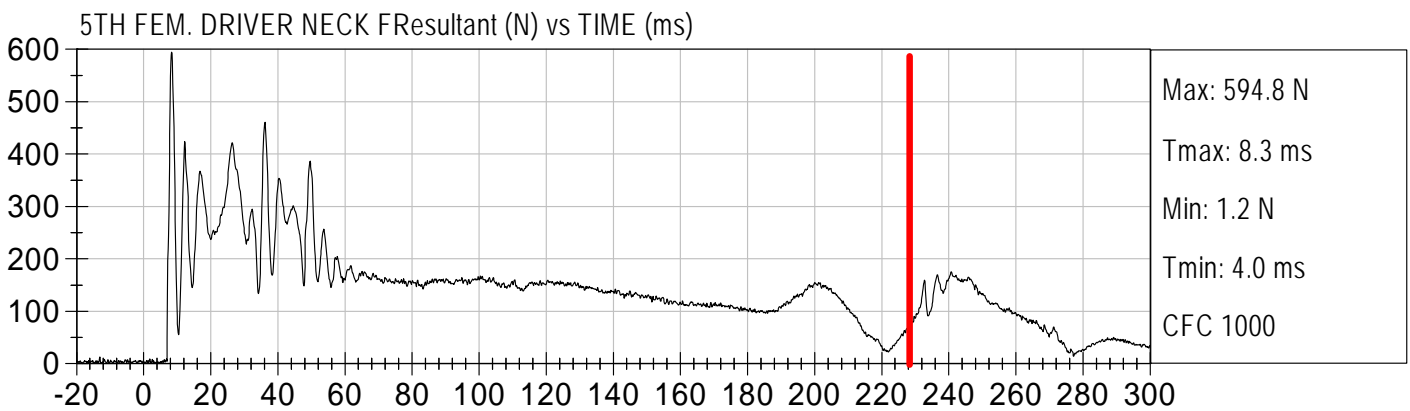
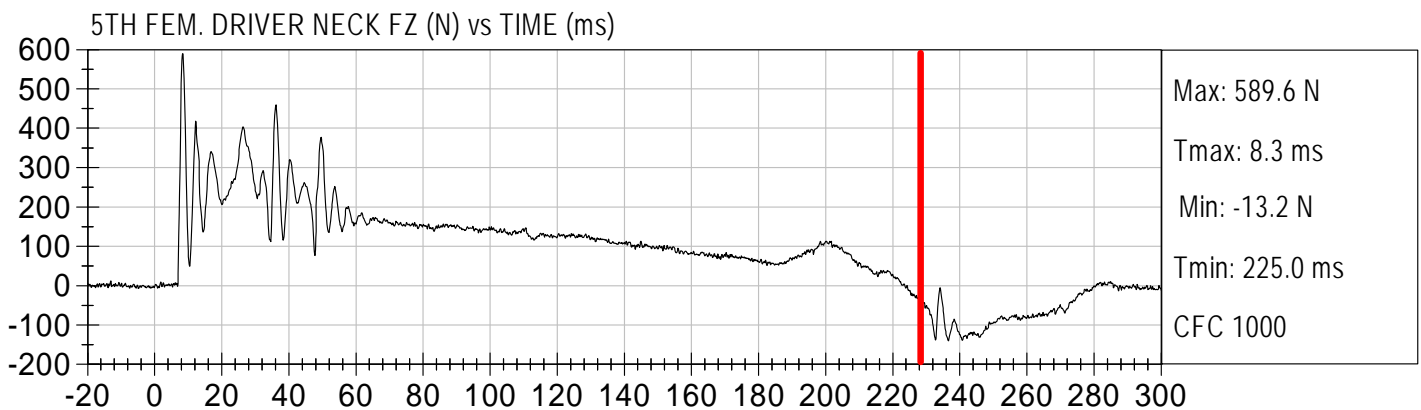
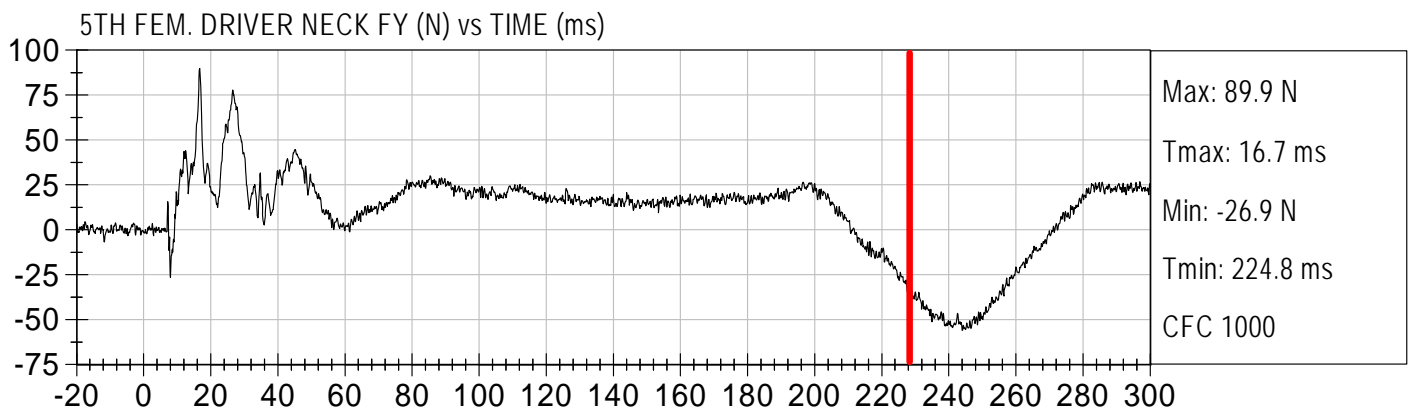
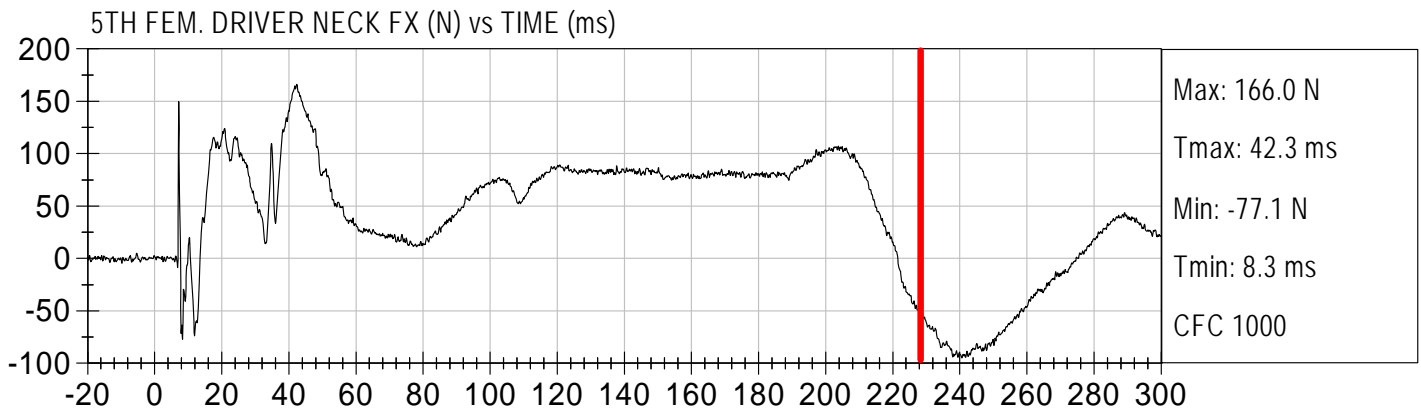


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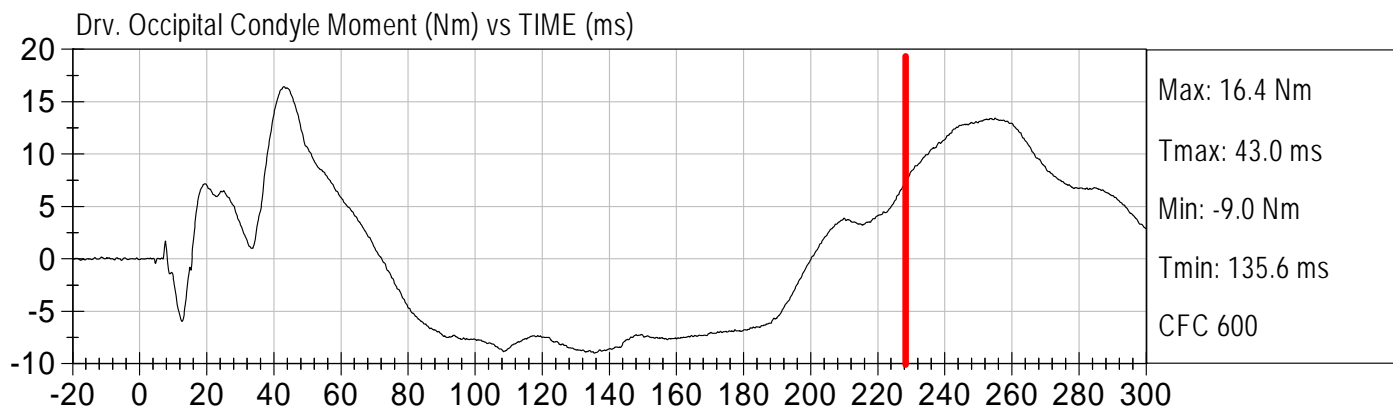
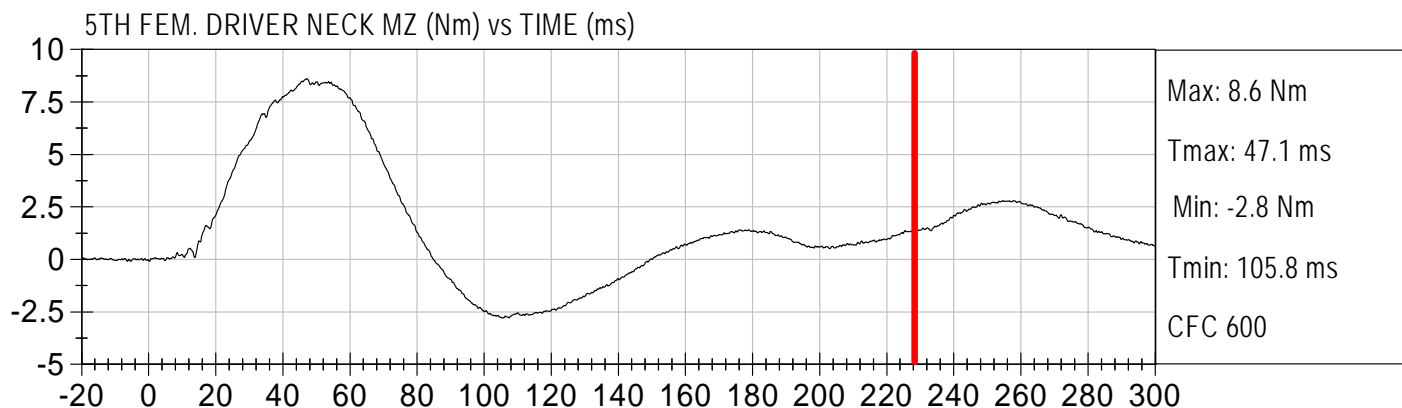
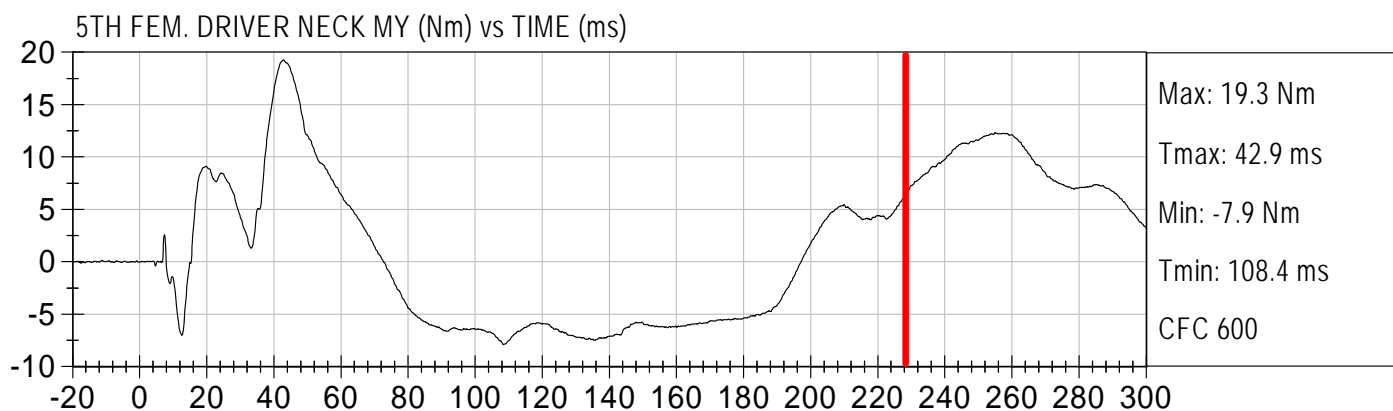
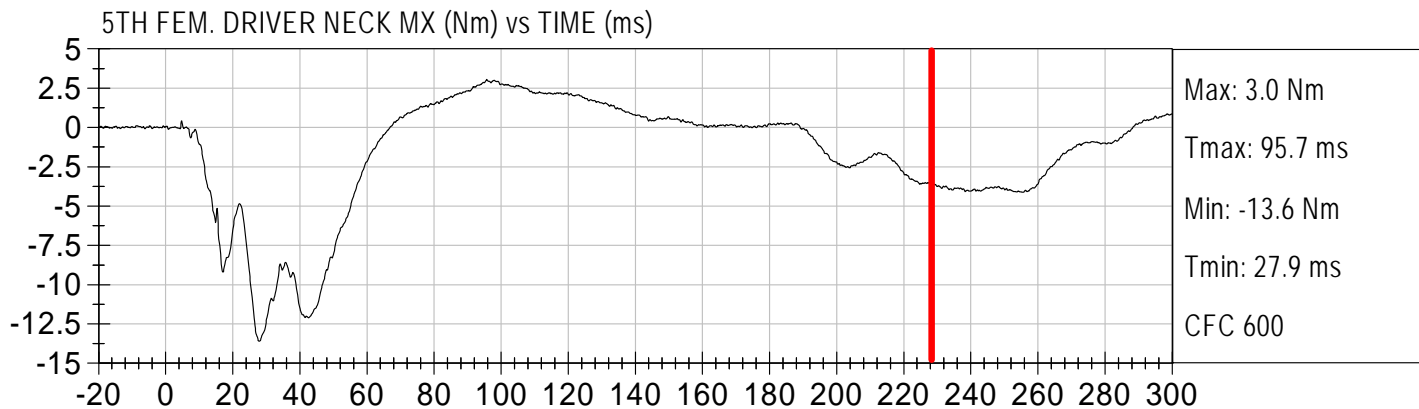


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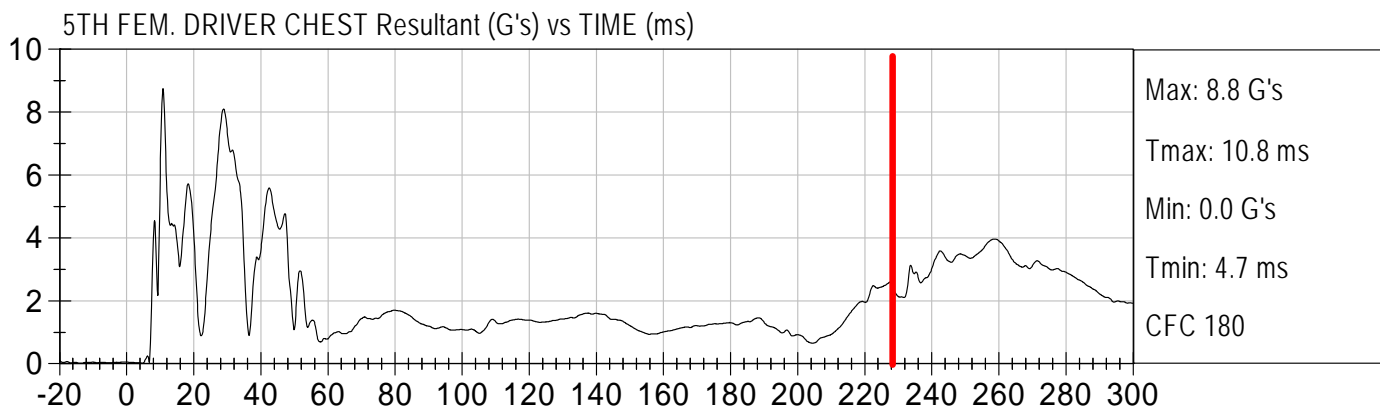
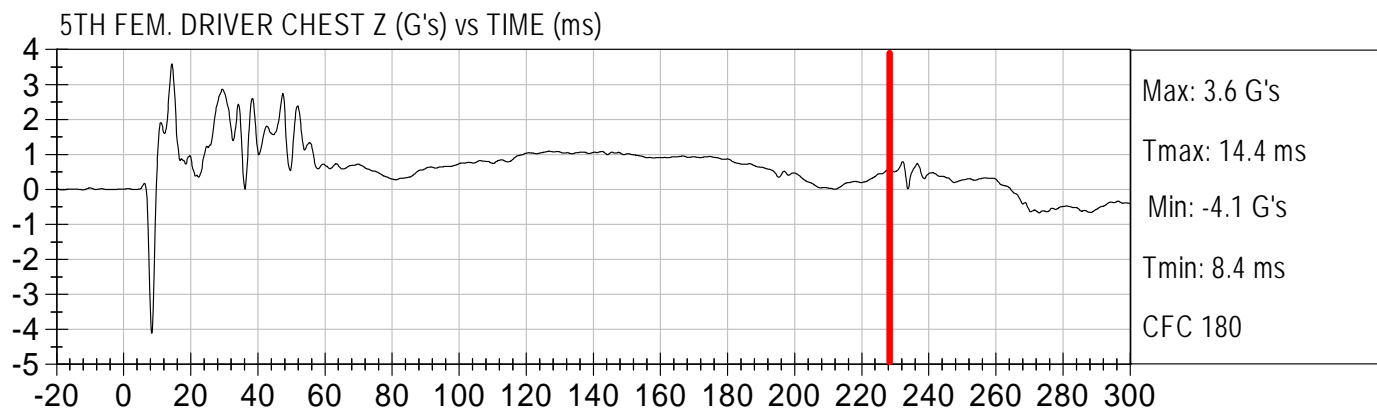
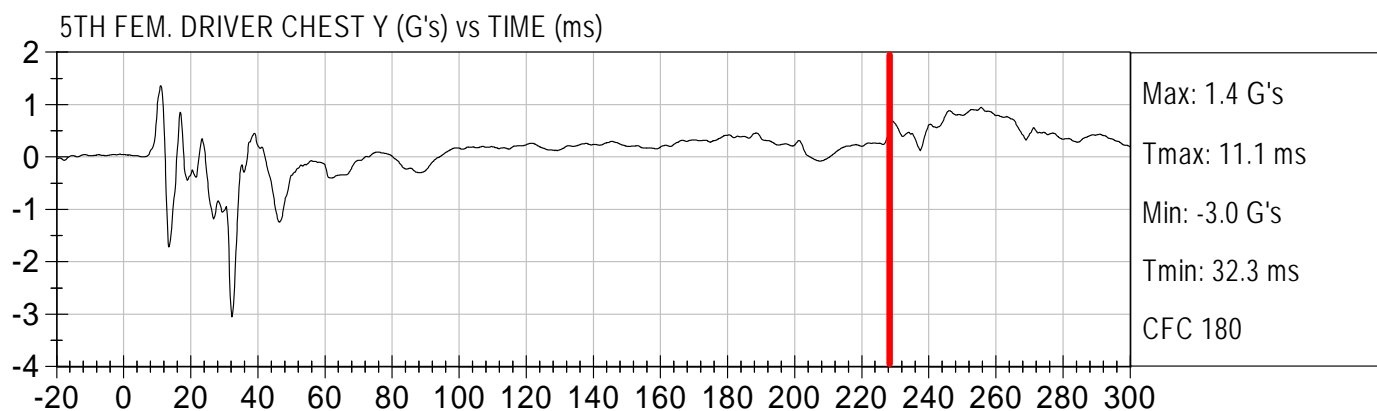
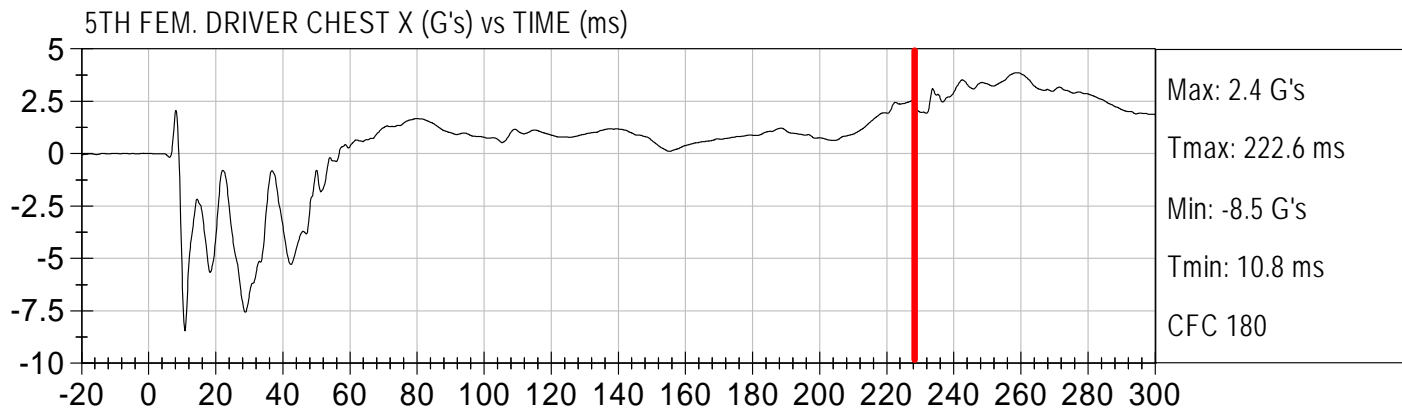


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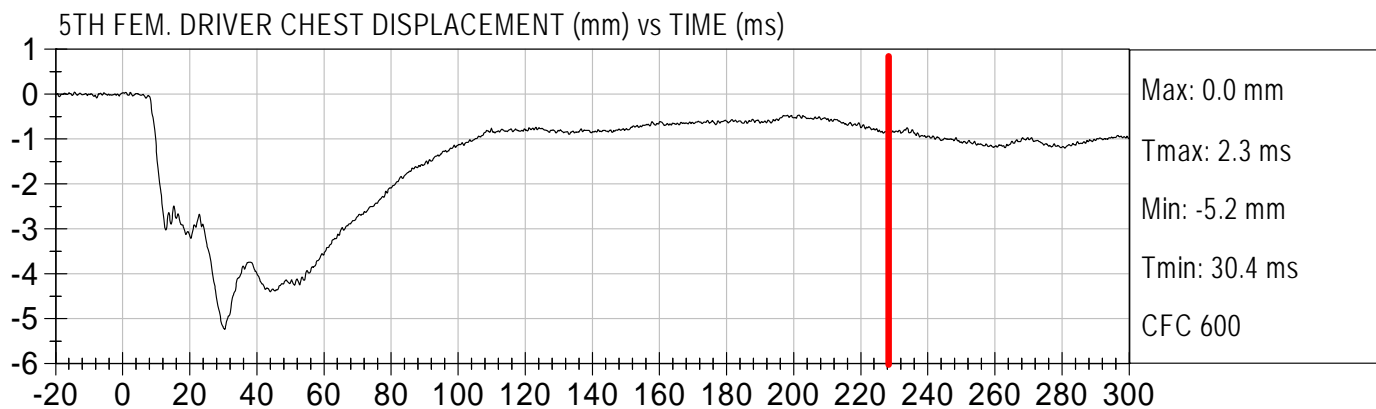
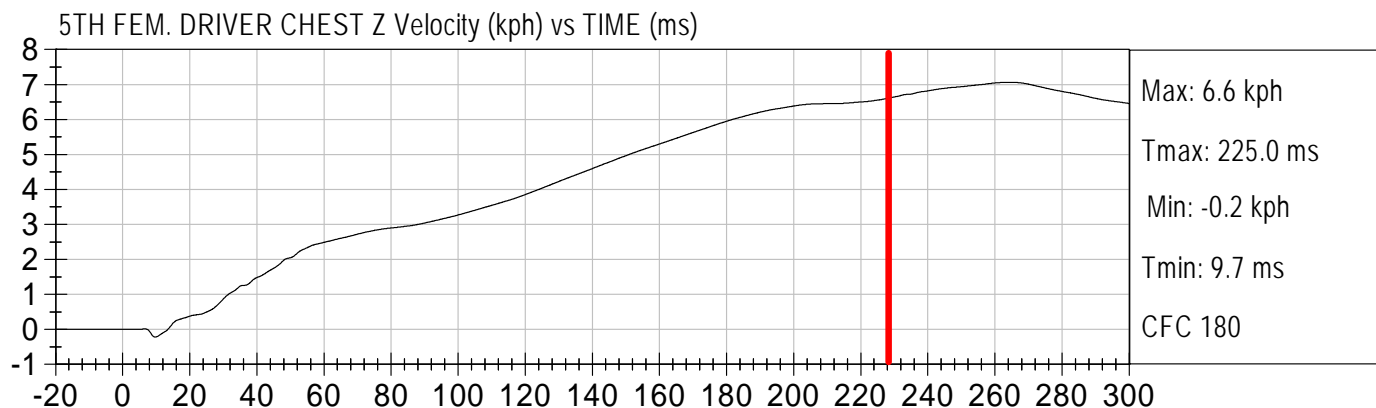
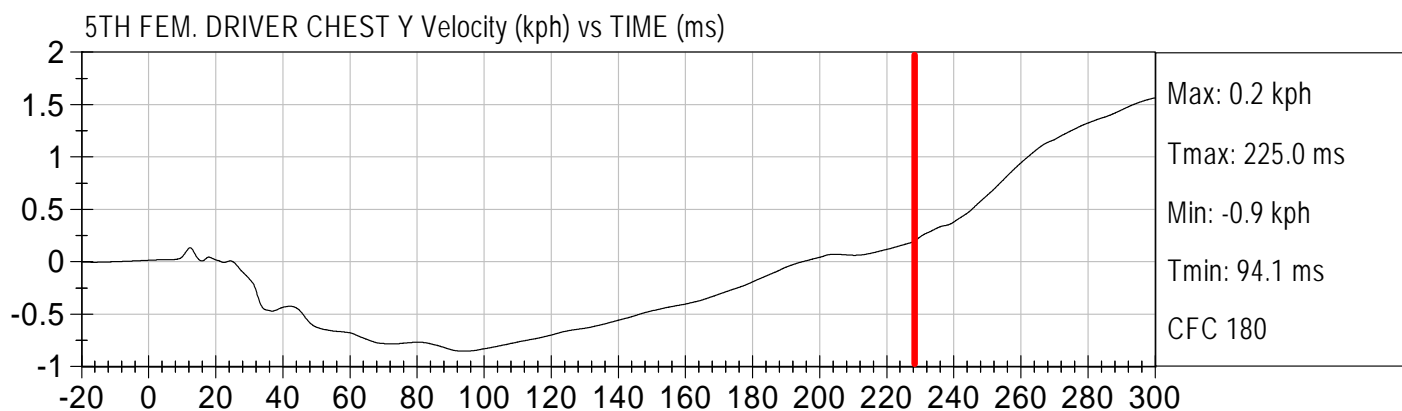
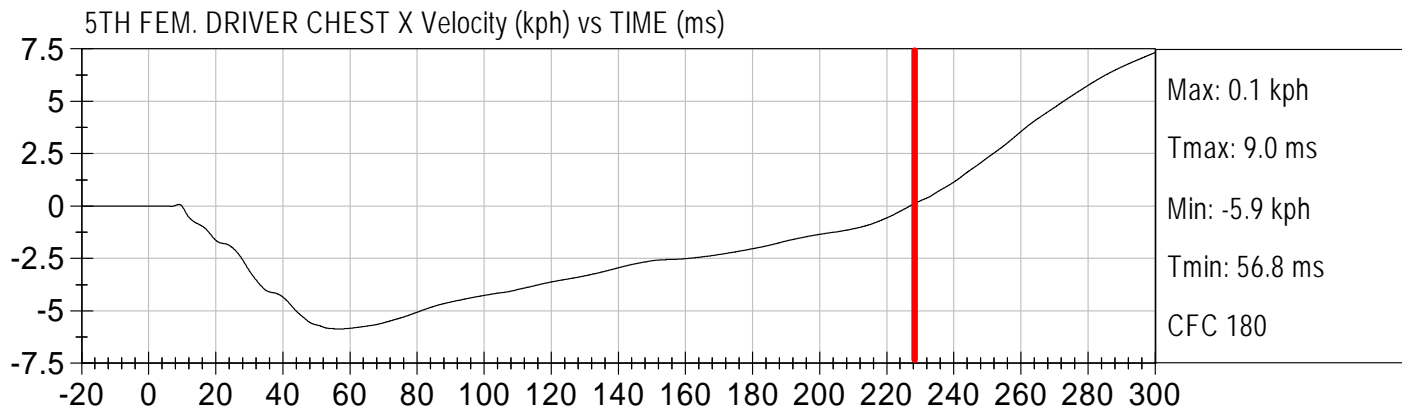


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Injury Values Calculated between 0ms and 225ms

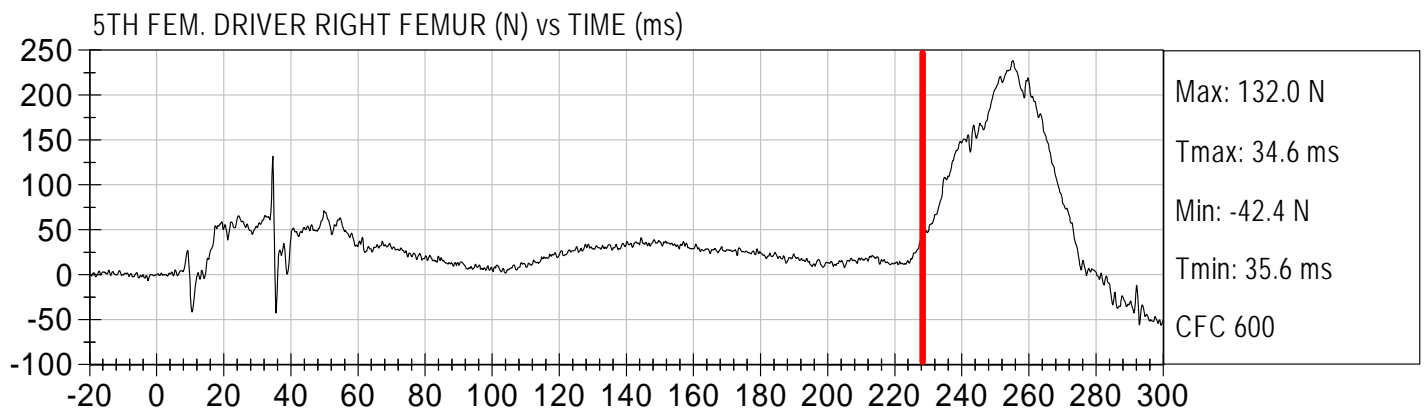
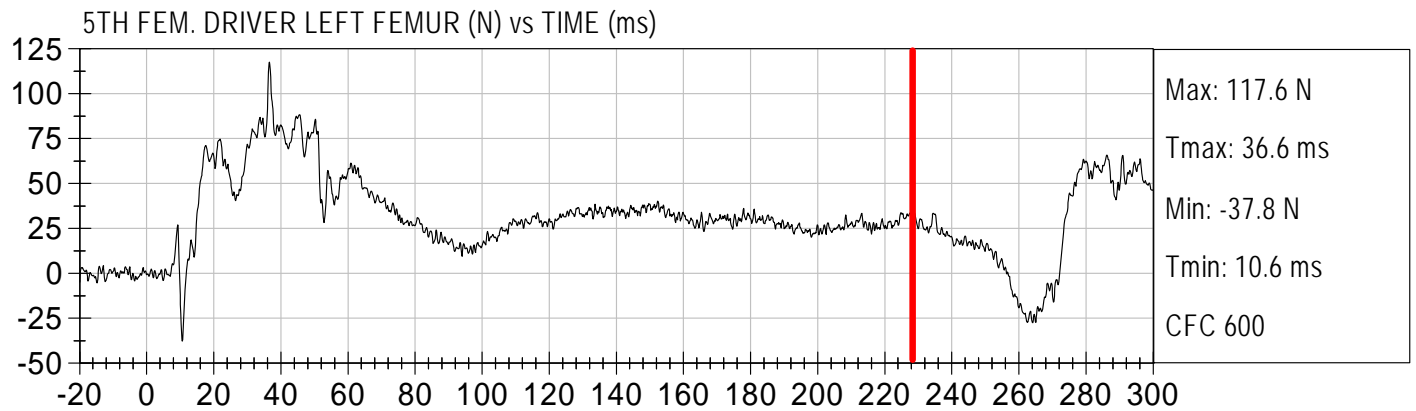




LOW RISK DEPLOYMENT
2008 Mitsubishi Lancer (C85602) (5th P1)

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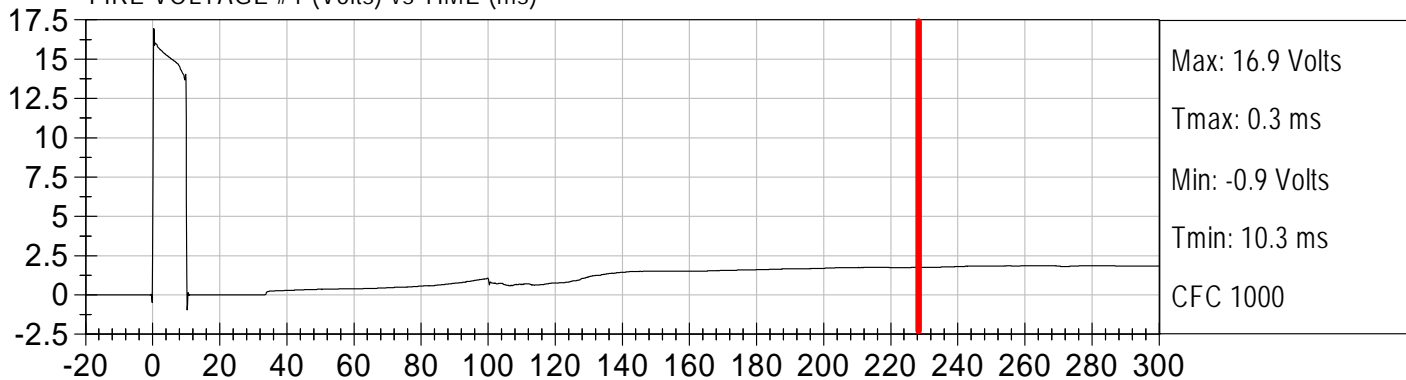
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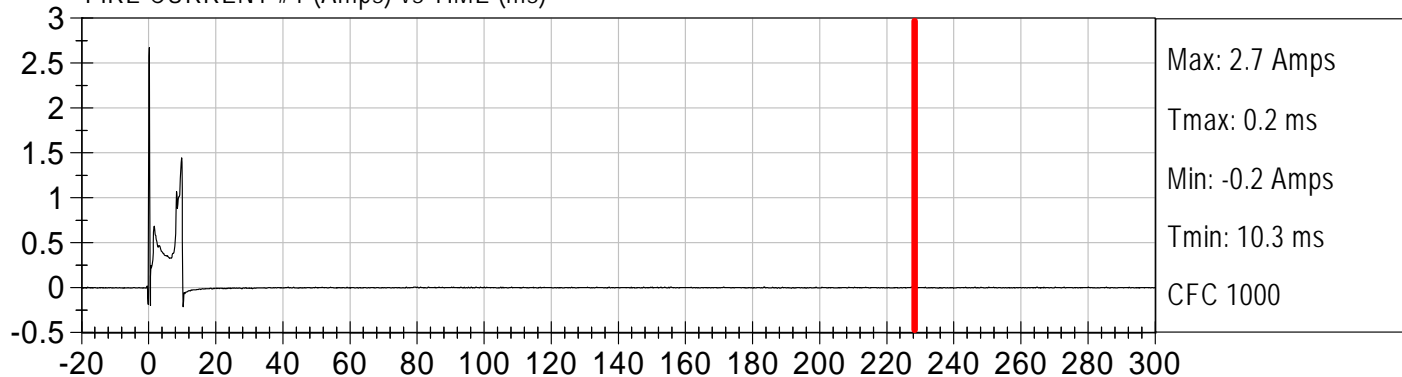


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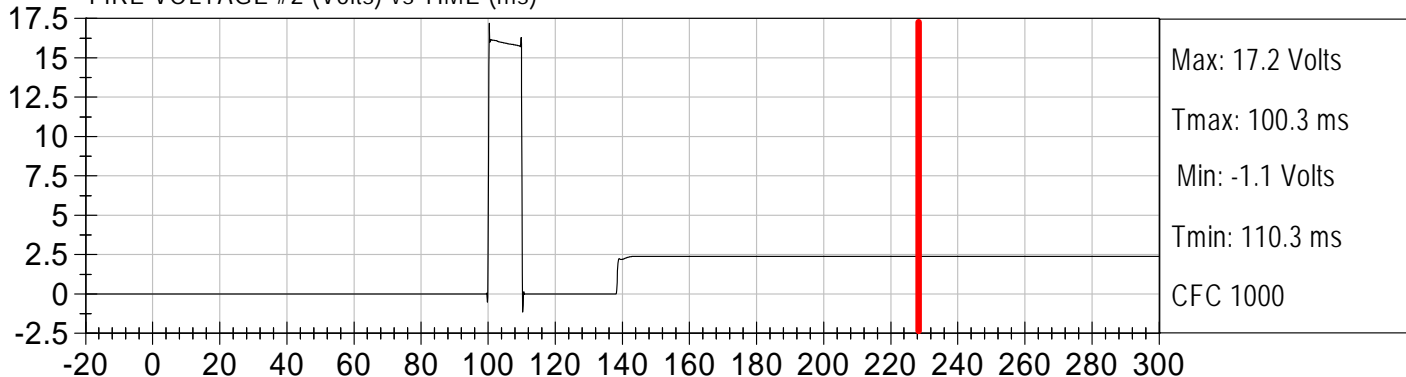
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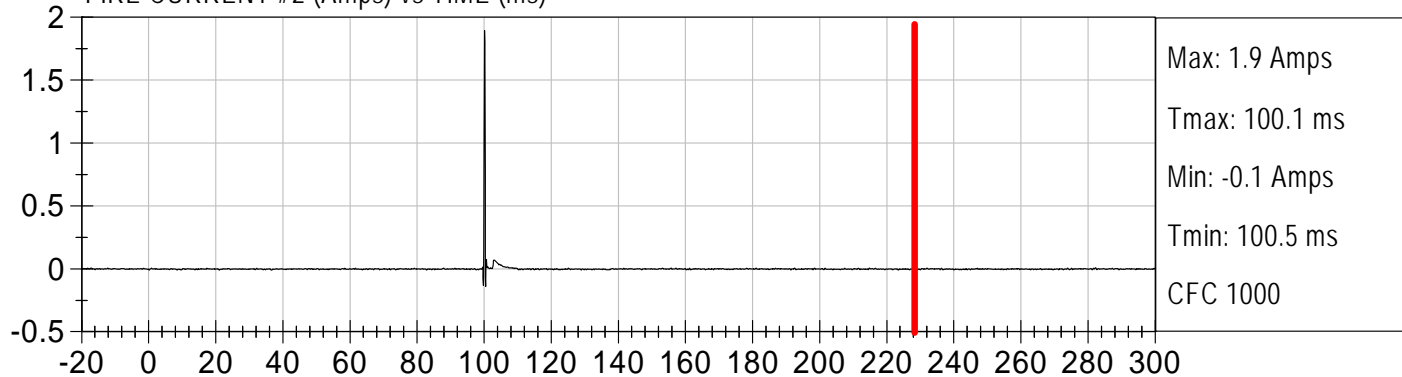
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FIRE VOLTAGE #2 (Volts) vs TIME (ms)

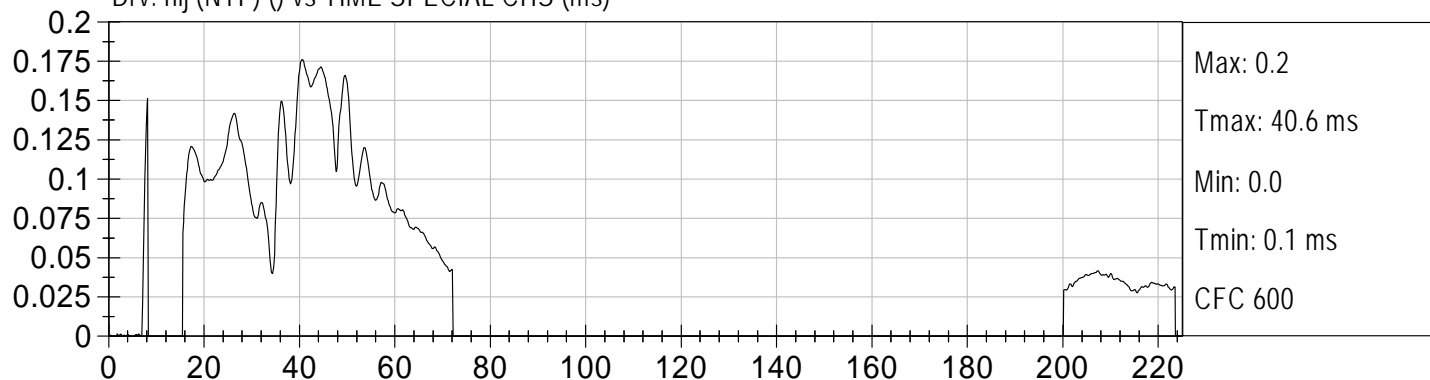


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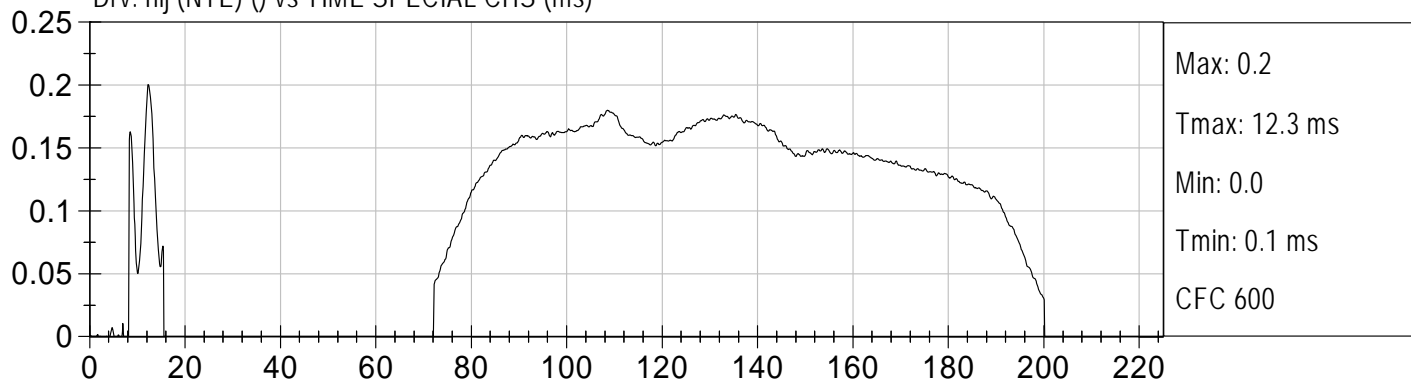




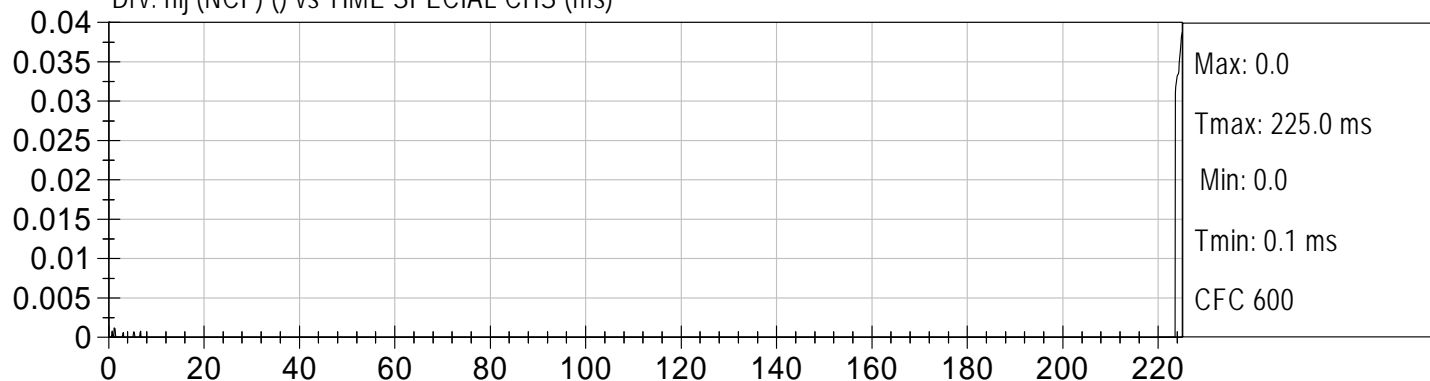
Drv. nij (NTF) () vs TIME SPECIAL CHS (ms)



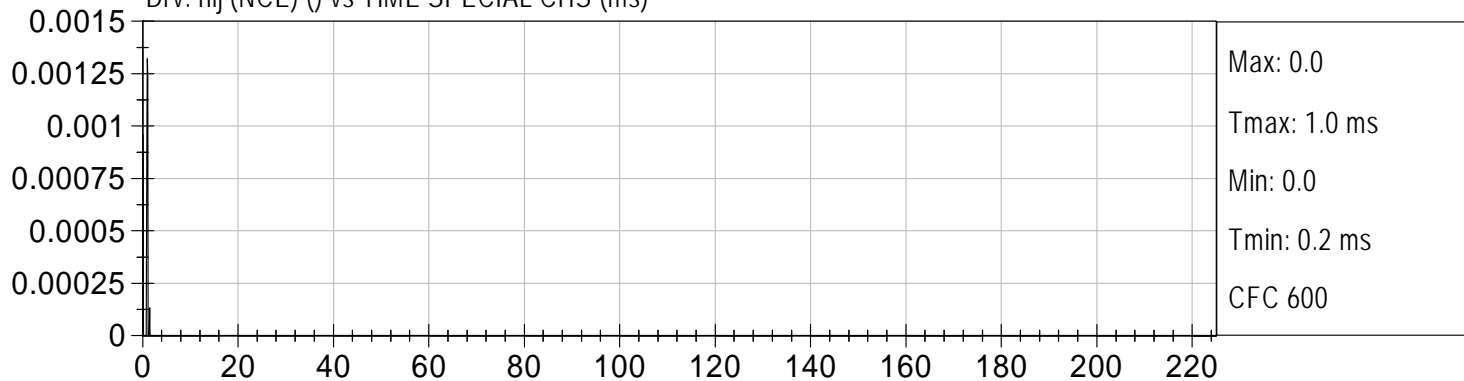
Drv. nij (NTE) () vs TIME SPECIAL CHS (ms)



Drv. nij (NCF) () vs TIME SPECIAL CHS (ms)

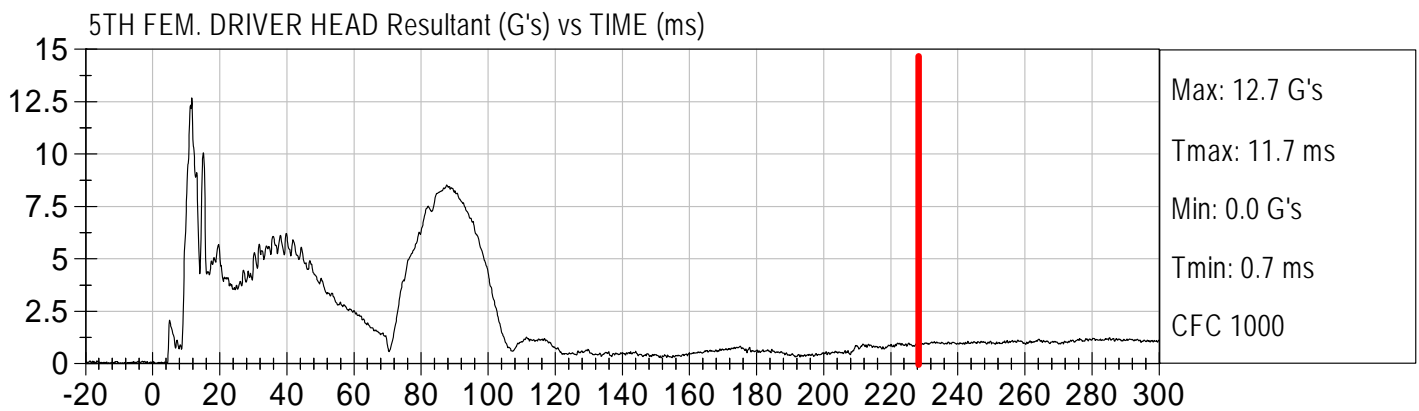
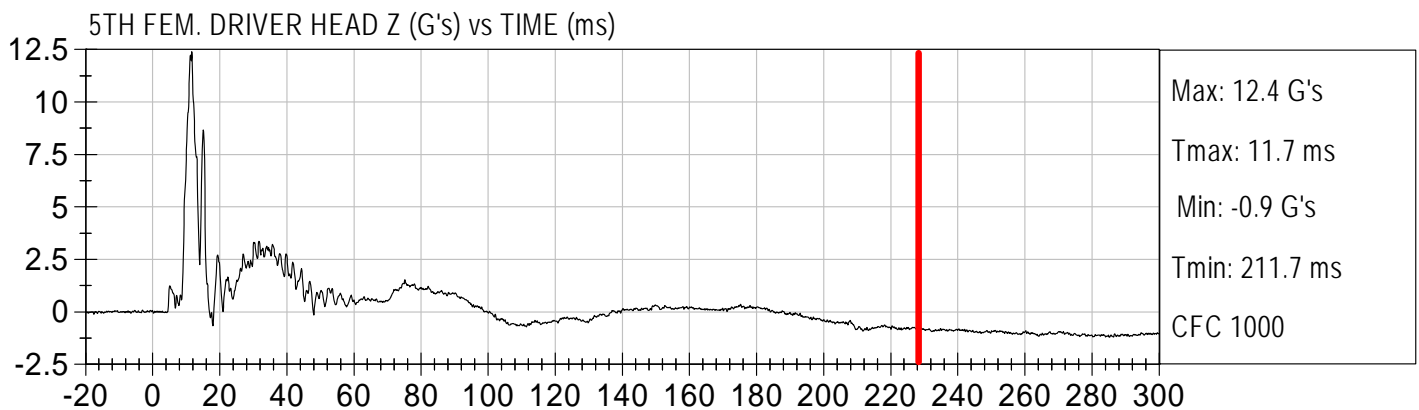
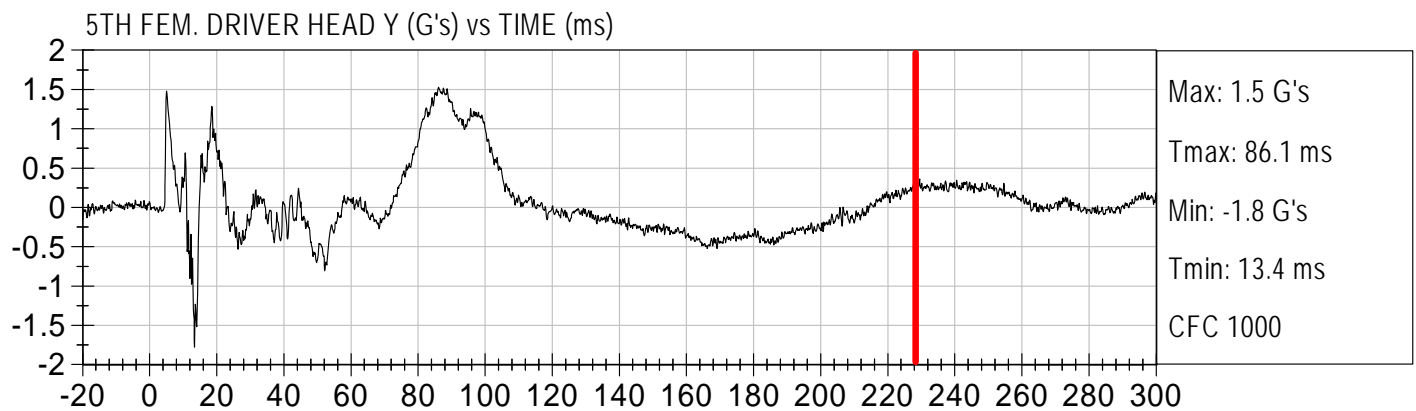
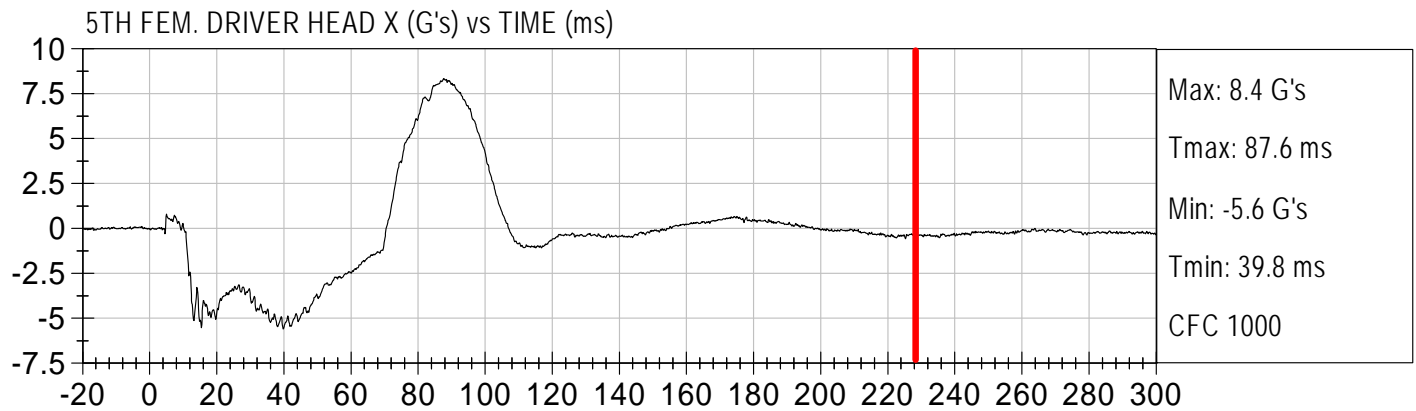


Drv. nij (NCE) () vs TIME SPECIAL CHS (ms)





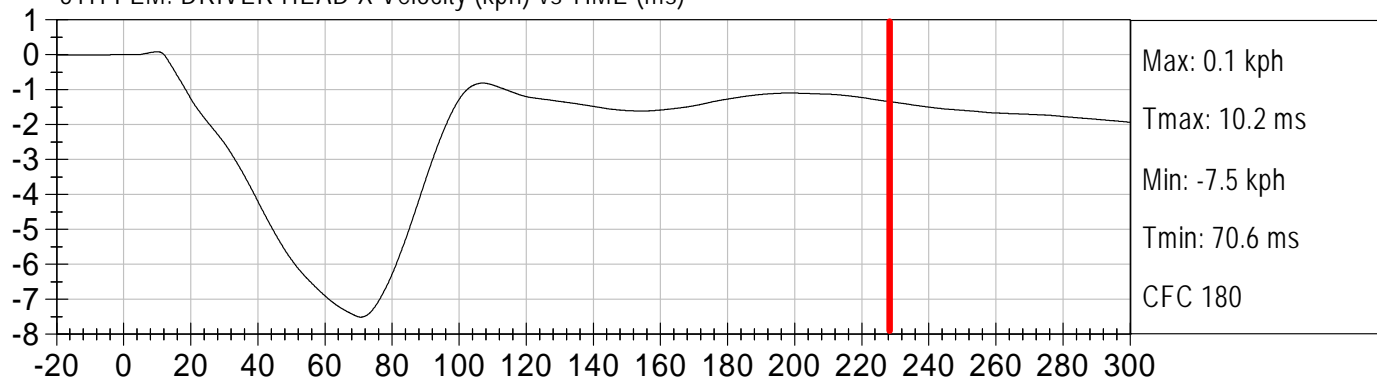
Injury Values Calculated between 0ms and 225ms



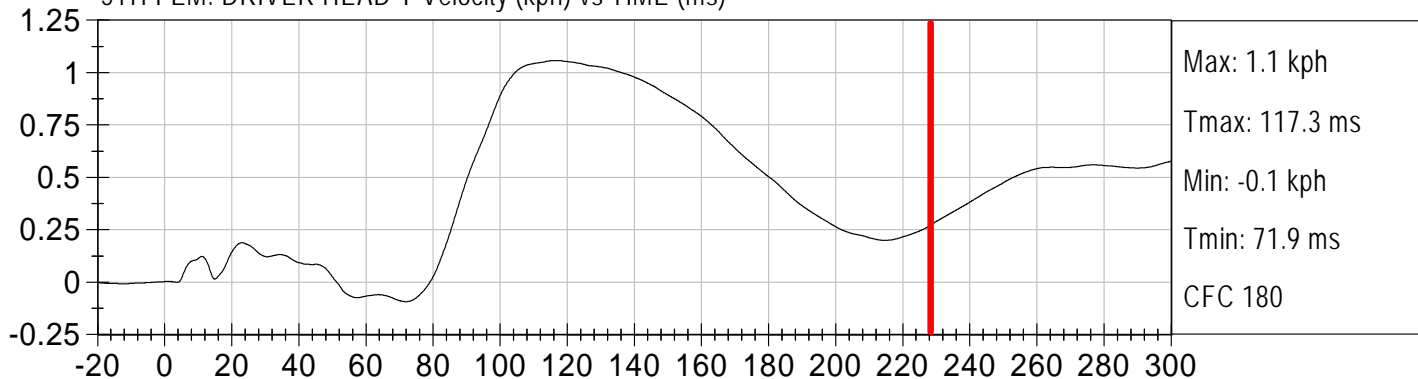


Injury Values Calculated between 0ms and 225ms

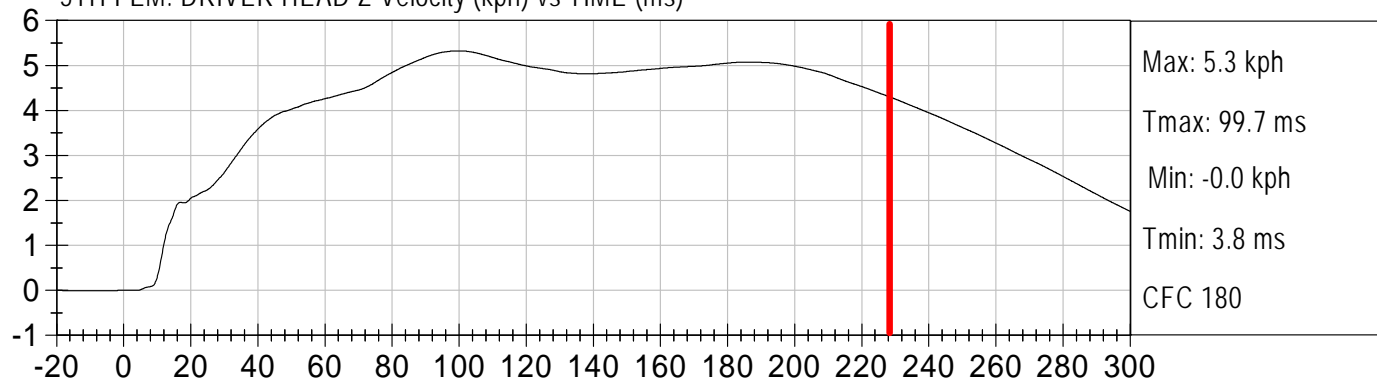
5TH FEM. DRIVER HEAD X Velocity (kph) vs TIME (ms)



5TH FEM. DRIVER HEAD Y Velocity (kph) vs TIME (ms)

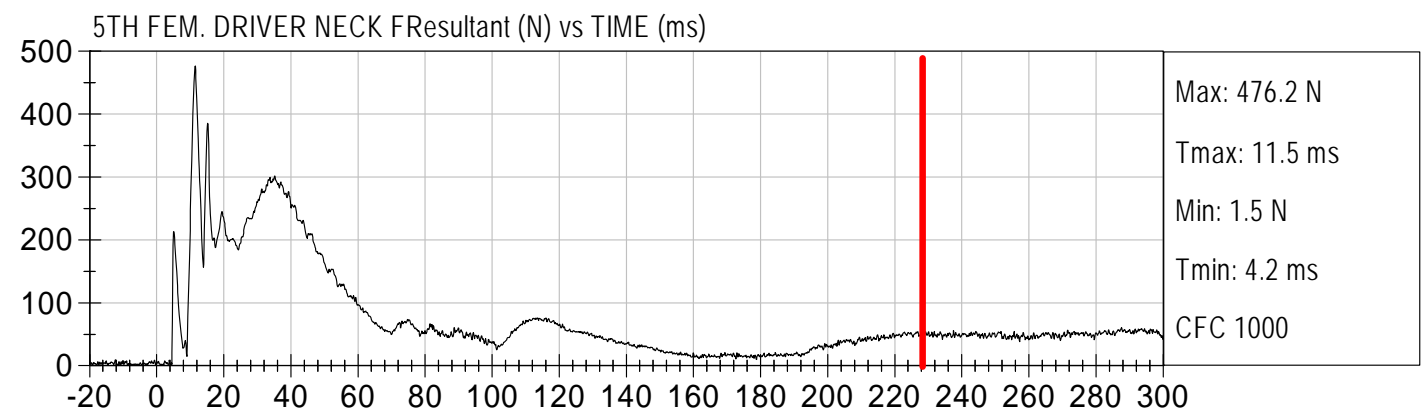
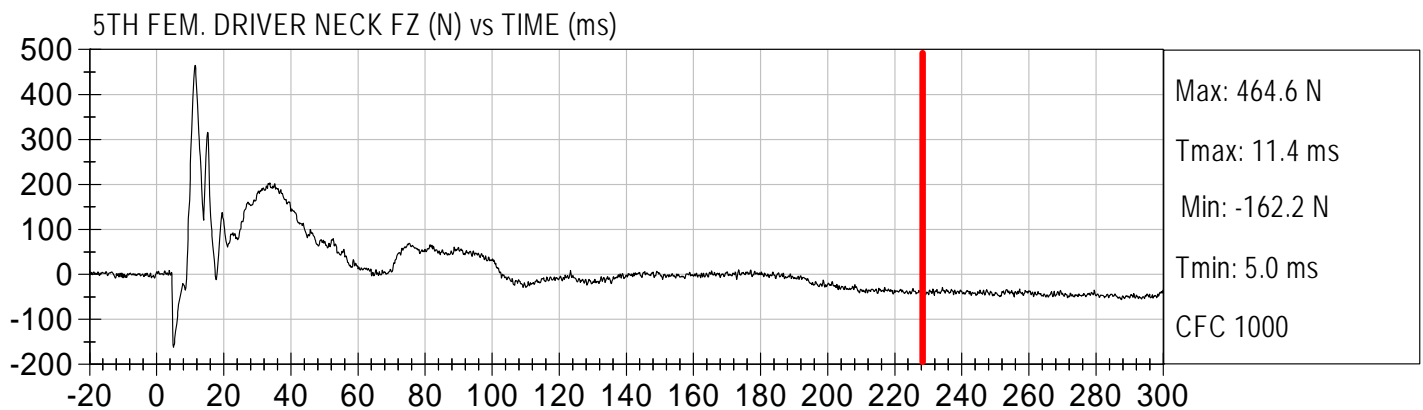
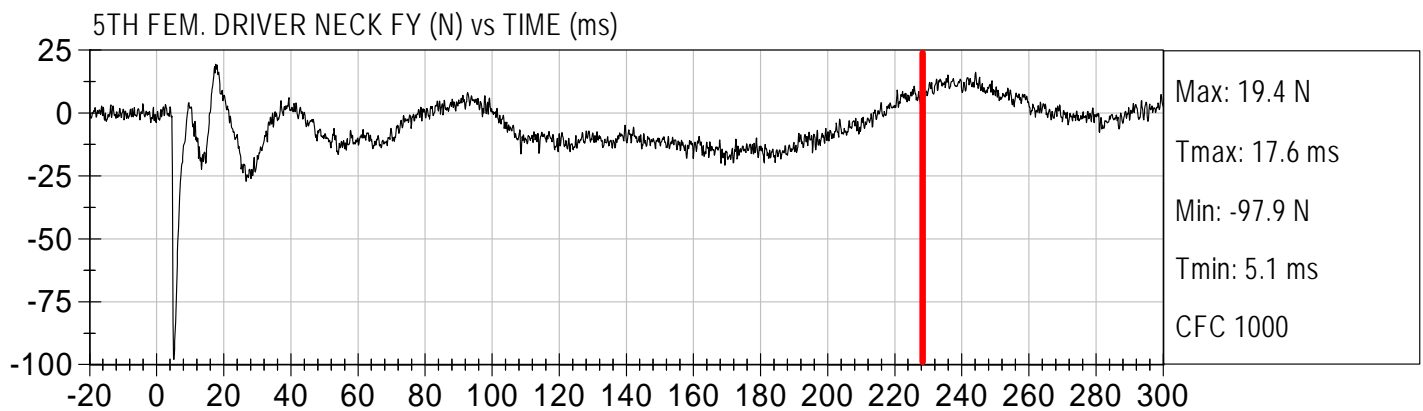
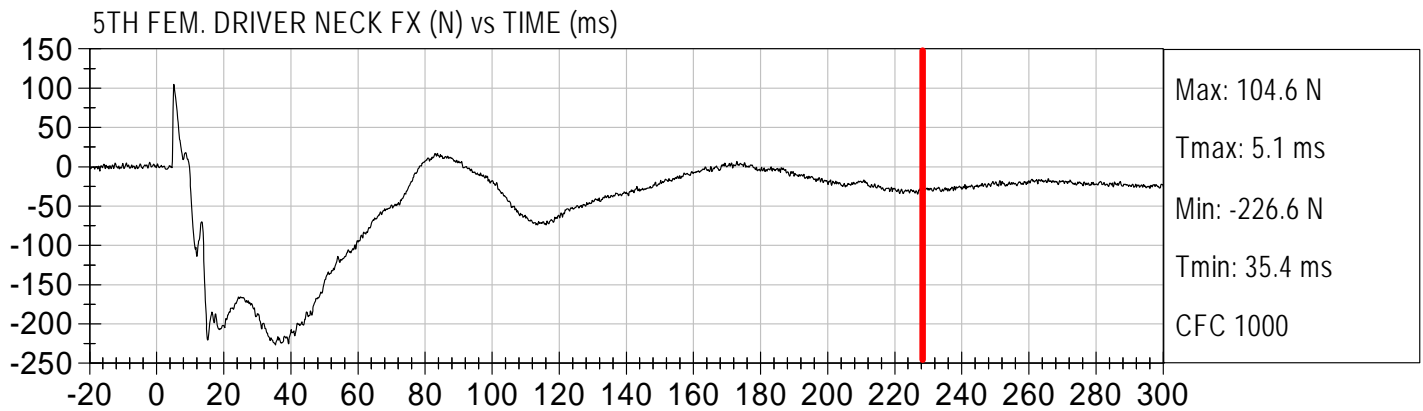


5TH FEM. DRIVER HEAD Z Velocity (kph) vs TIME (ms)





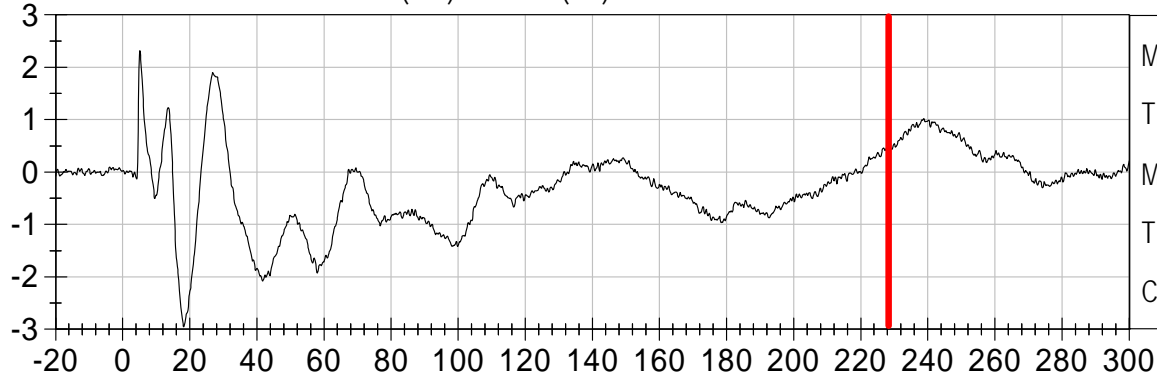
Injury Values Calculated between 0ms and 225ms





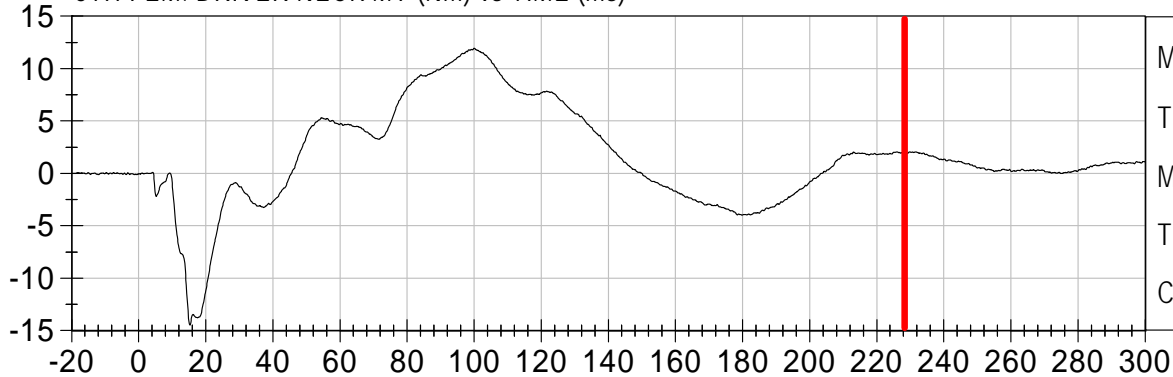
Injury Values Calculated between 0ms and 225ms

5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)



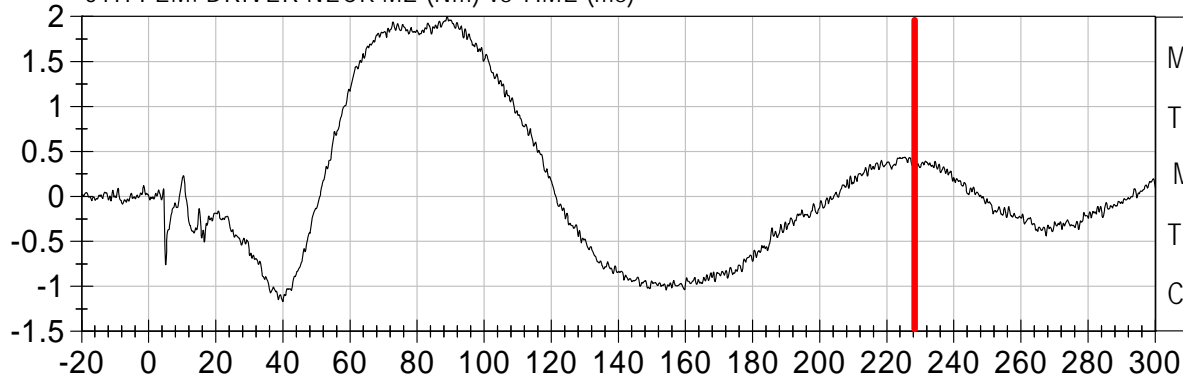
Max: 2.3 Nm
Tmax: 5.1 ms
Min: -3.0 Nm
Tmin: 18.2 ms
CFC 600

5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)



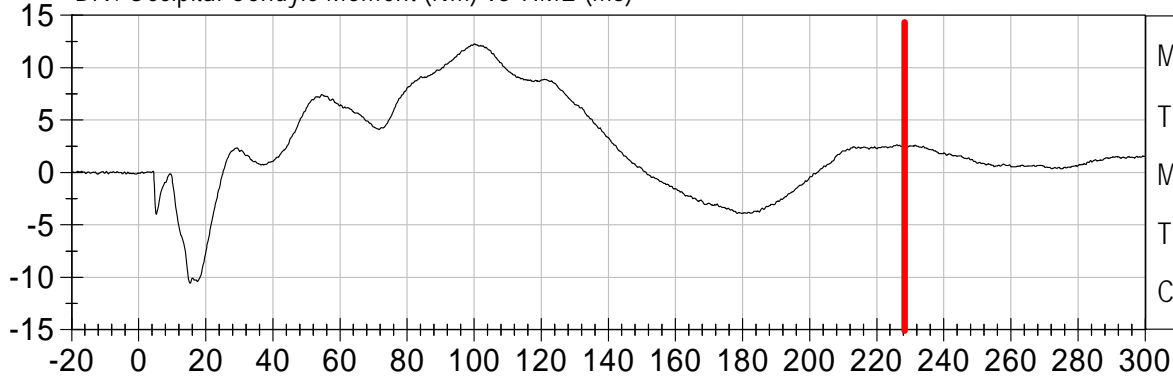
Max: 11.9 Nm
Tmax: 100.0 ms
Min: -14.5 Nm
Tmin: 15.3 ms
CFC 600

5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)



Max: 2.0 Nm
Tmax: 89.0 ms
Min: -1.2 Nm
Tmin: 40.0 ms
CFC 600

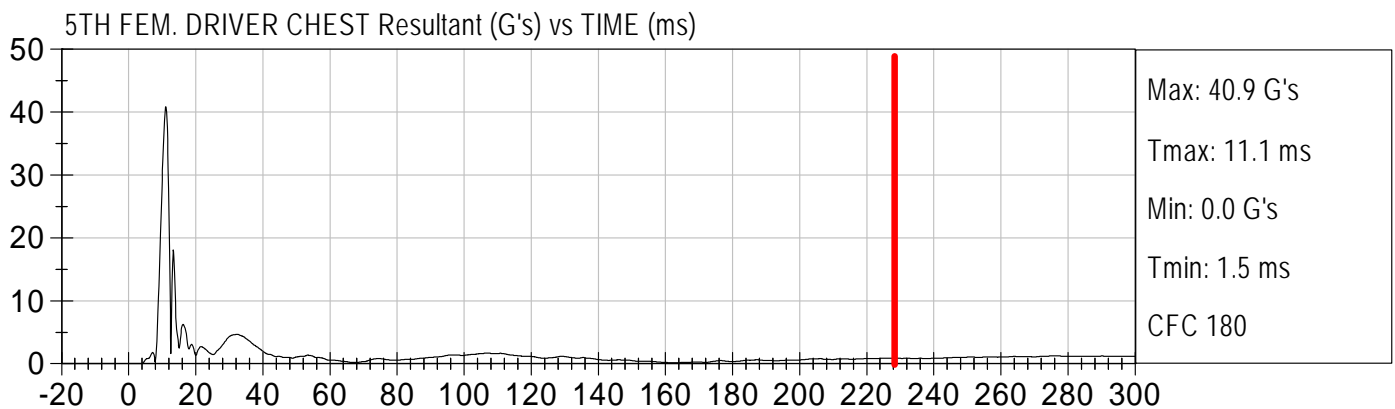
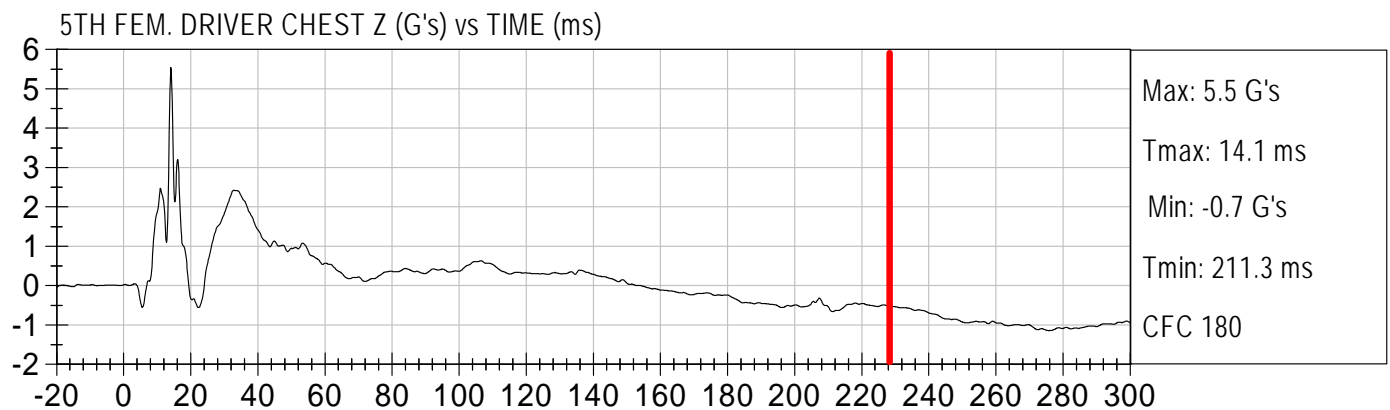
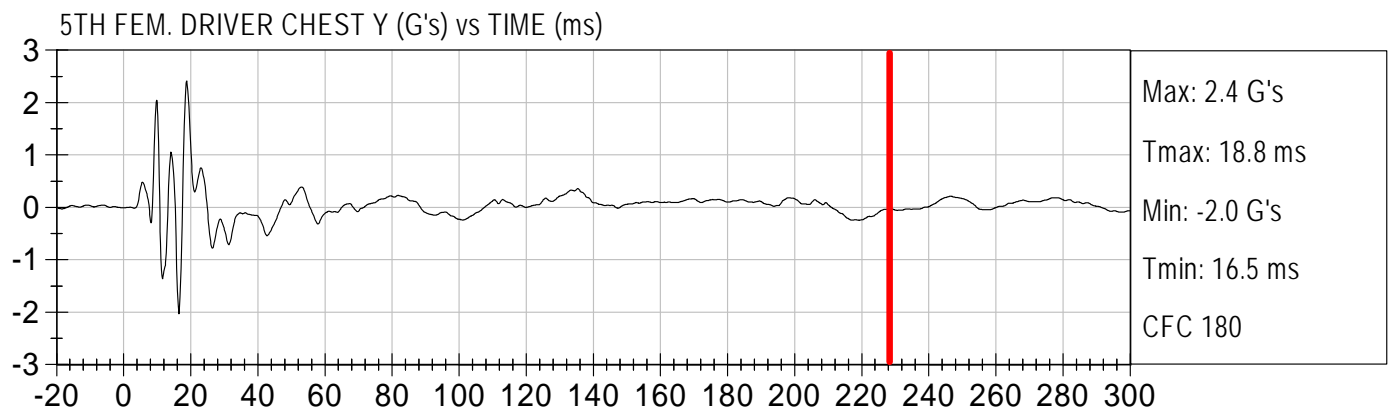
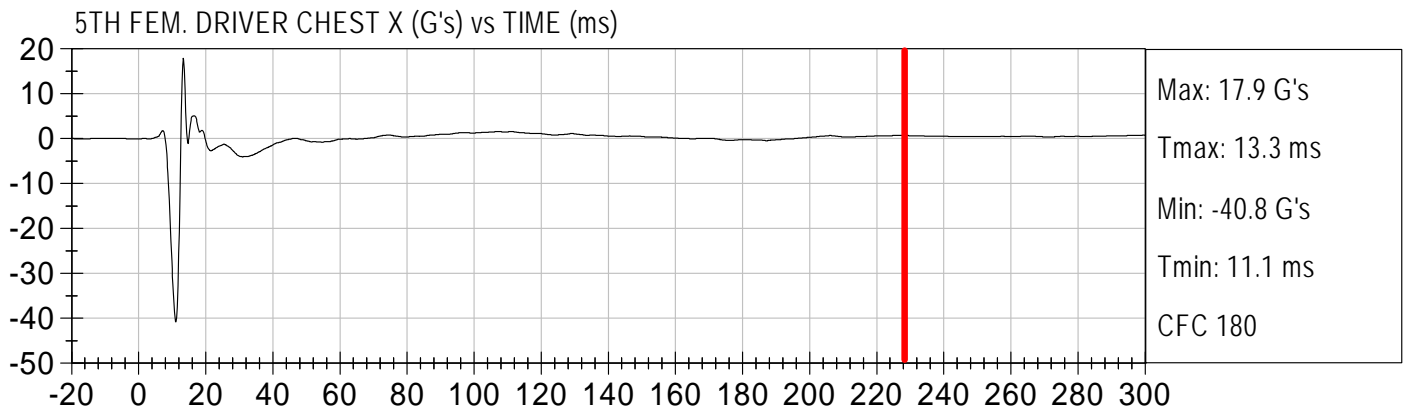
Drv. Occipital Condyle Moment (Nm) vs TIME (ms)



Max: 12.3 Nm
Tmax: 100.0 ms
Min: -10.6 Nm
Tmin: 15.3 ms
CFC 600



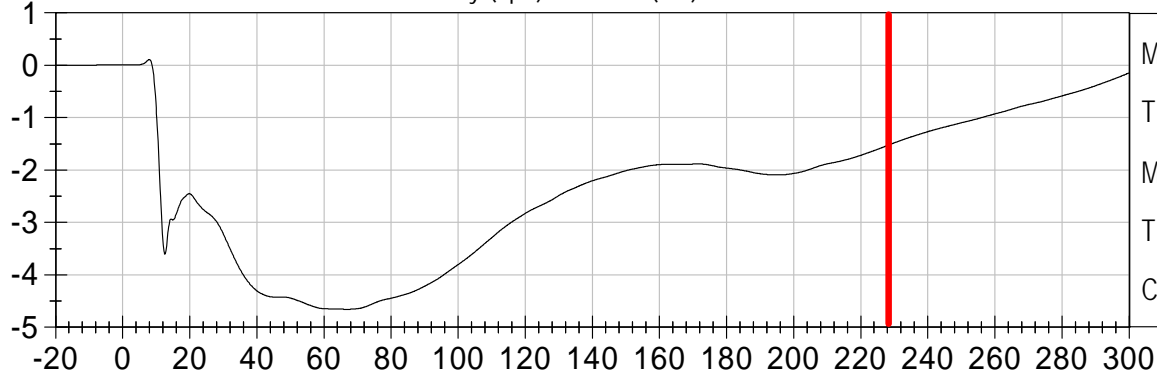
Injury Values Calculated between 0ms and 225ms



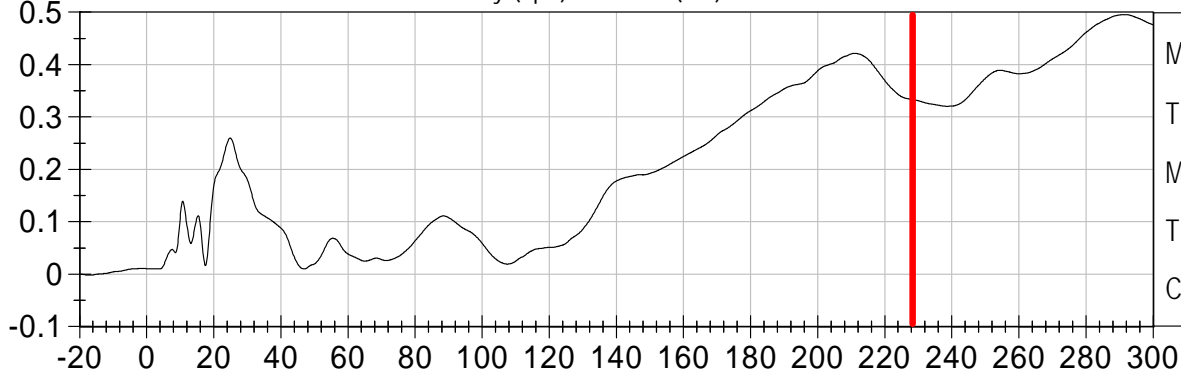


Injury Values Calculated between 0ms and 225ms

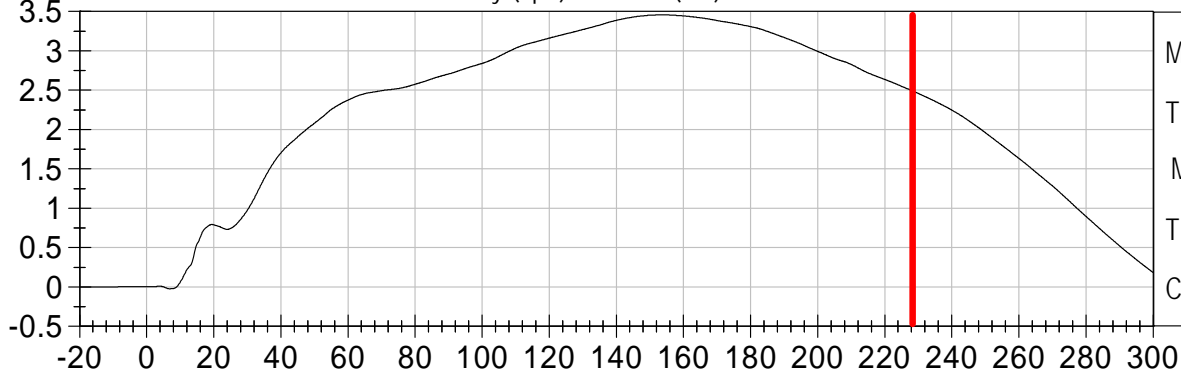
5TH FEM. DRIVER CHEST X Velocity (kph) vs TIME (ms)



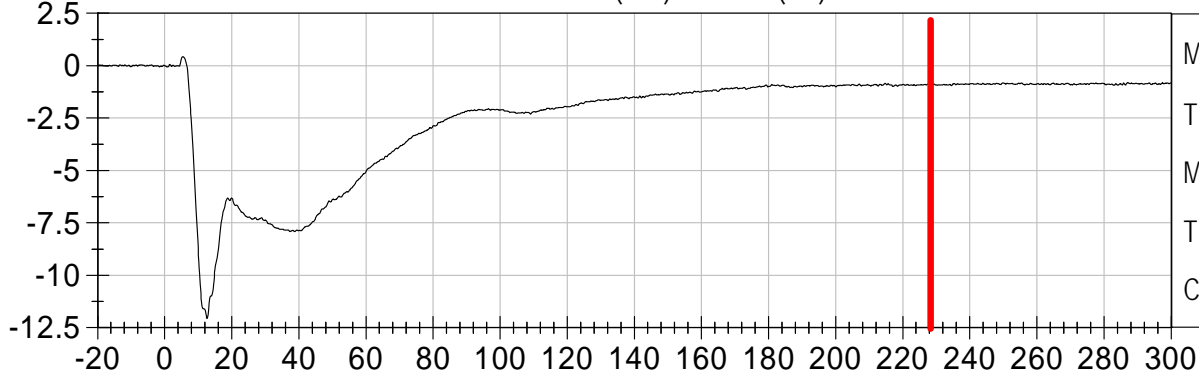
5TH FEM. DRIVER CHEST Y Velocity (kph) vs TIME (ms)



5TH FEM. DRIVER CHEST Z Velocity (kph) vs TIME (ms)

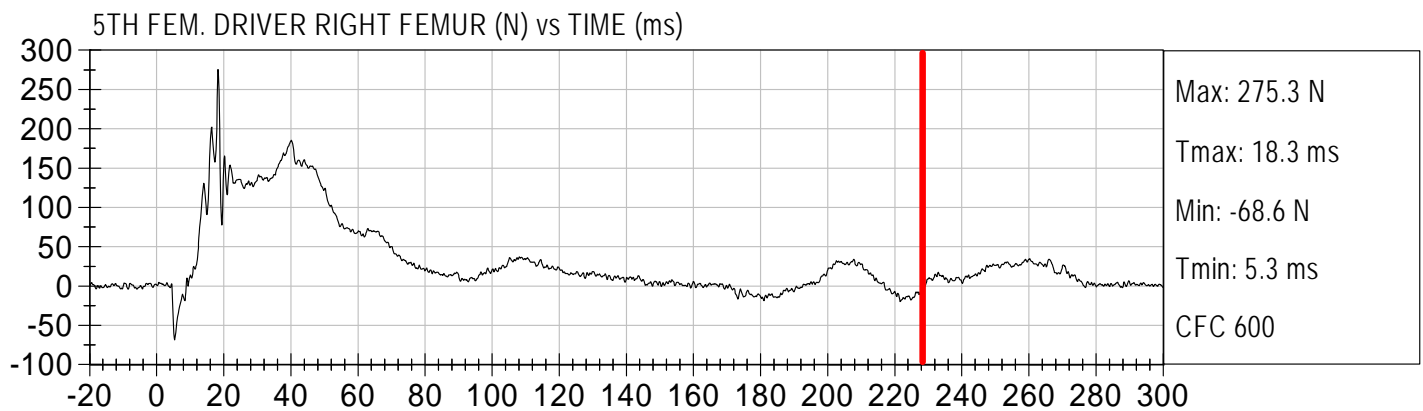
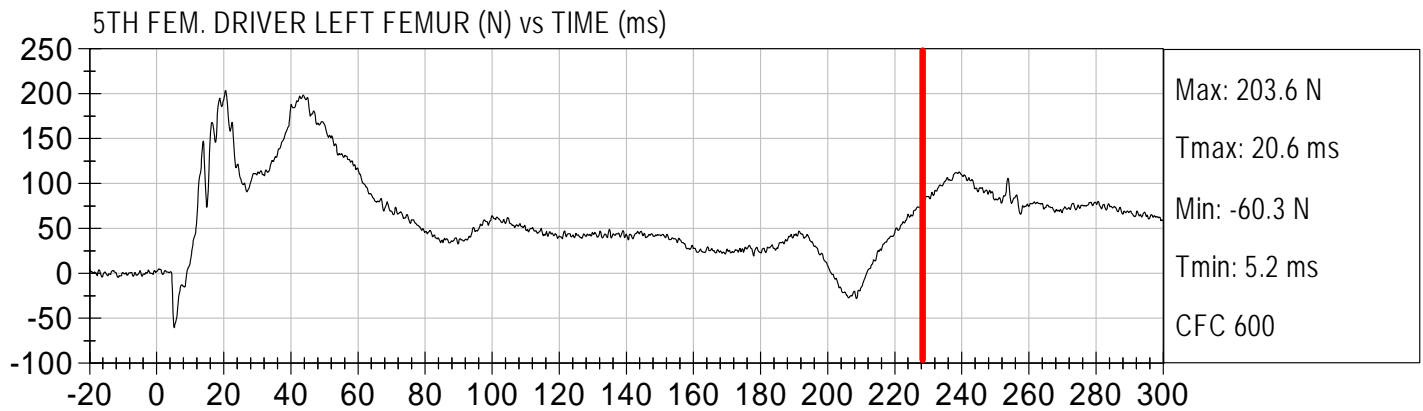


5TH FEM. DRIVER CHEST DISPLACEMENT (mm) vs TIME (ms)



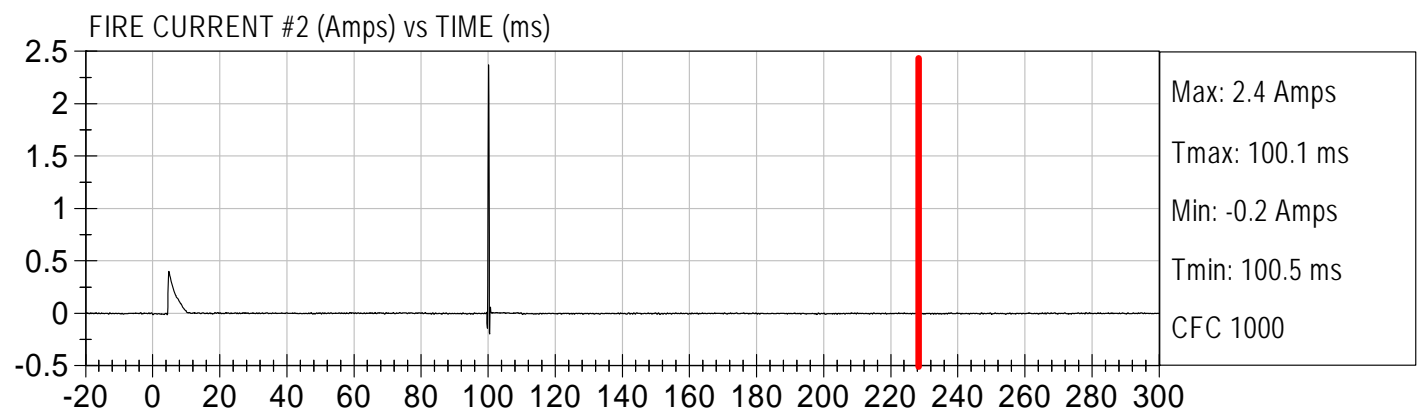
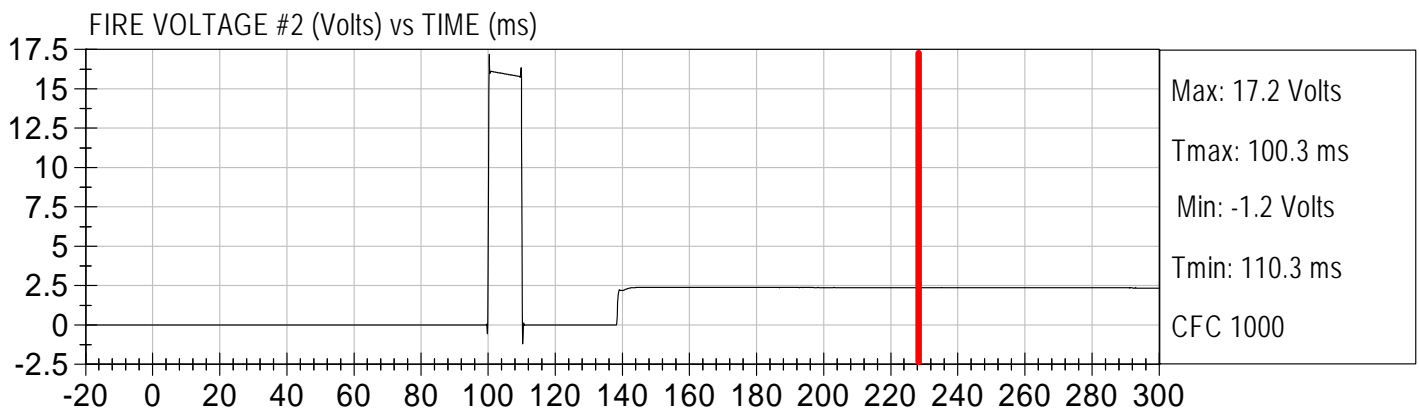
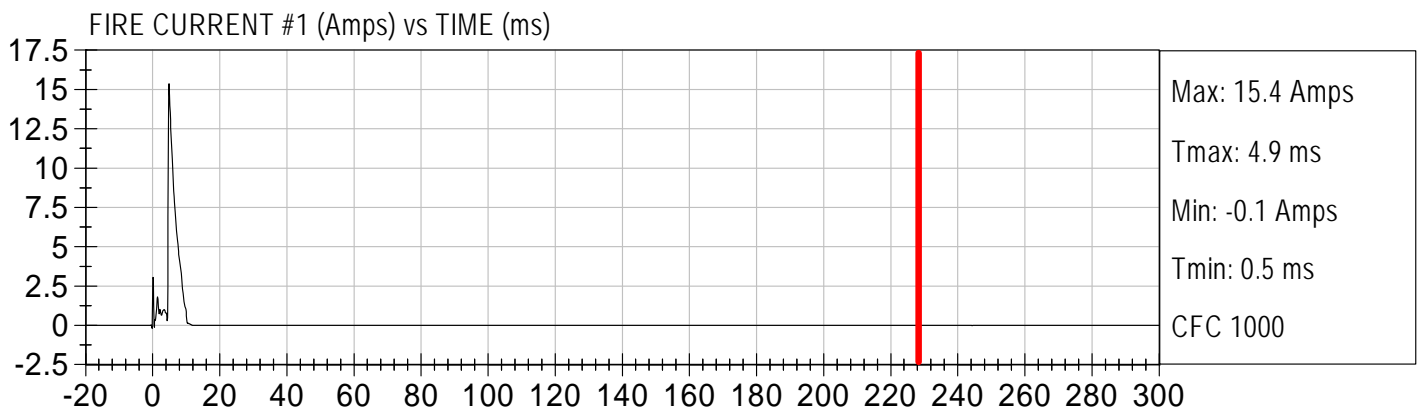
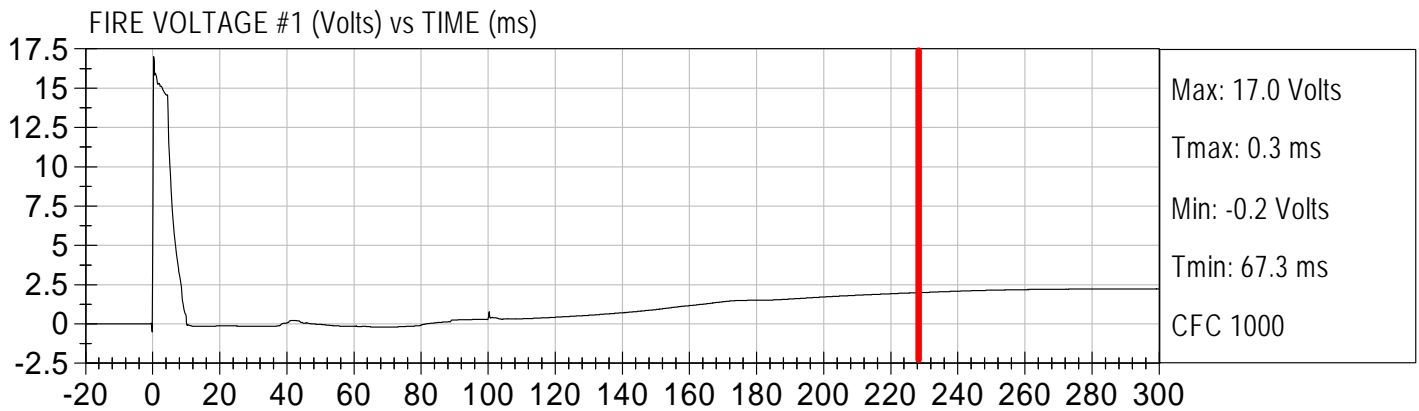


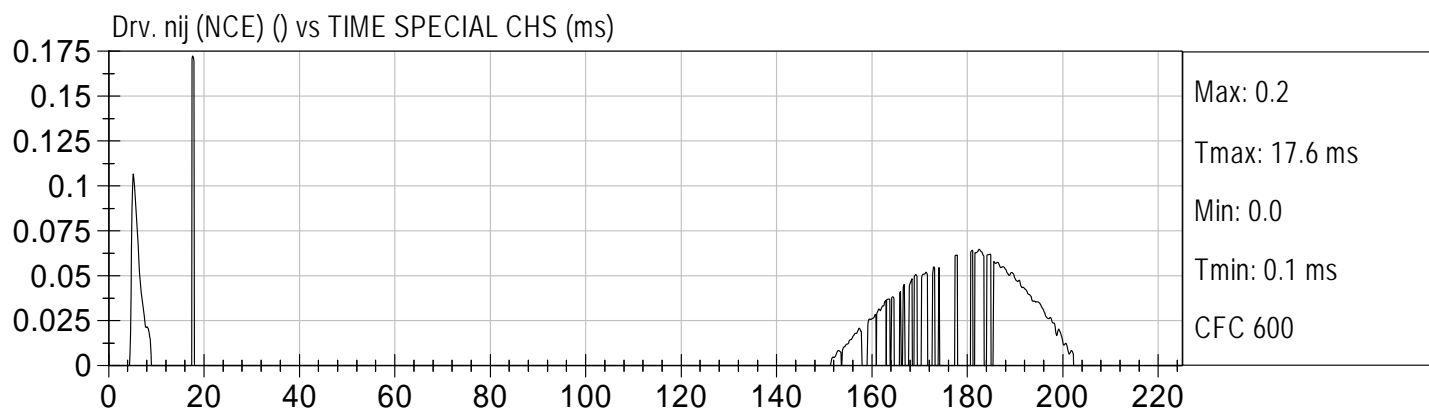
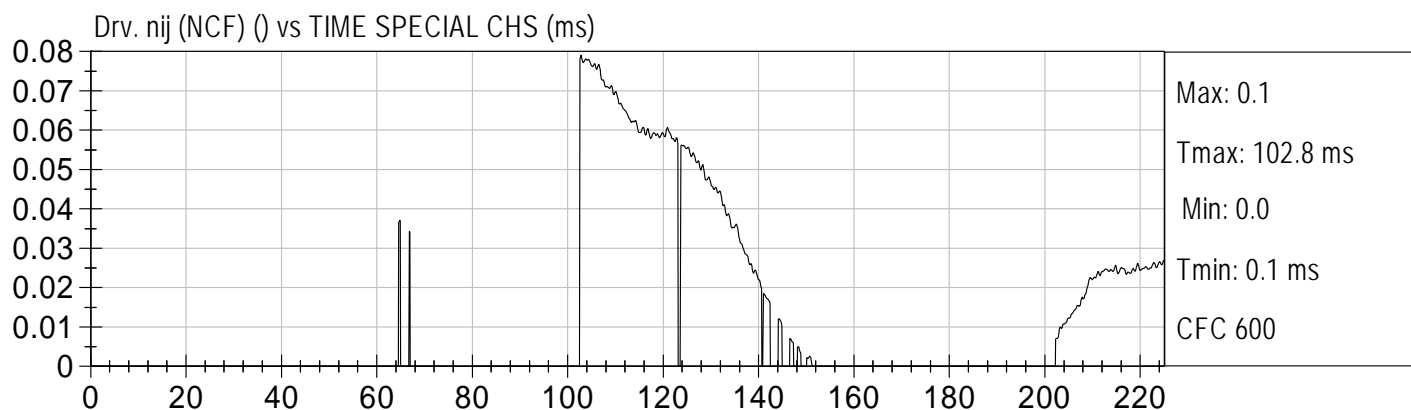
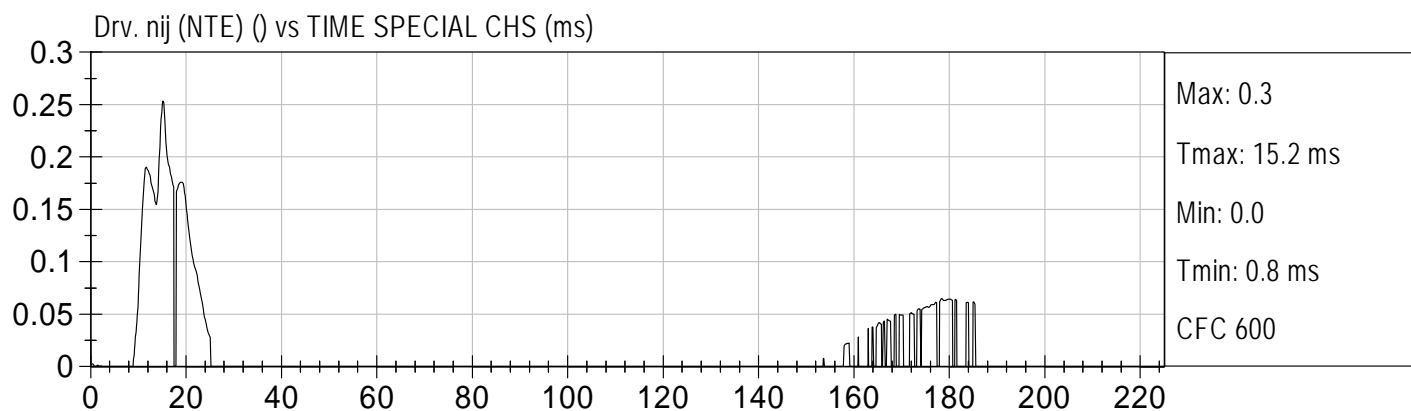
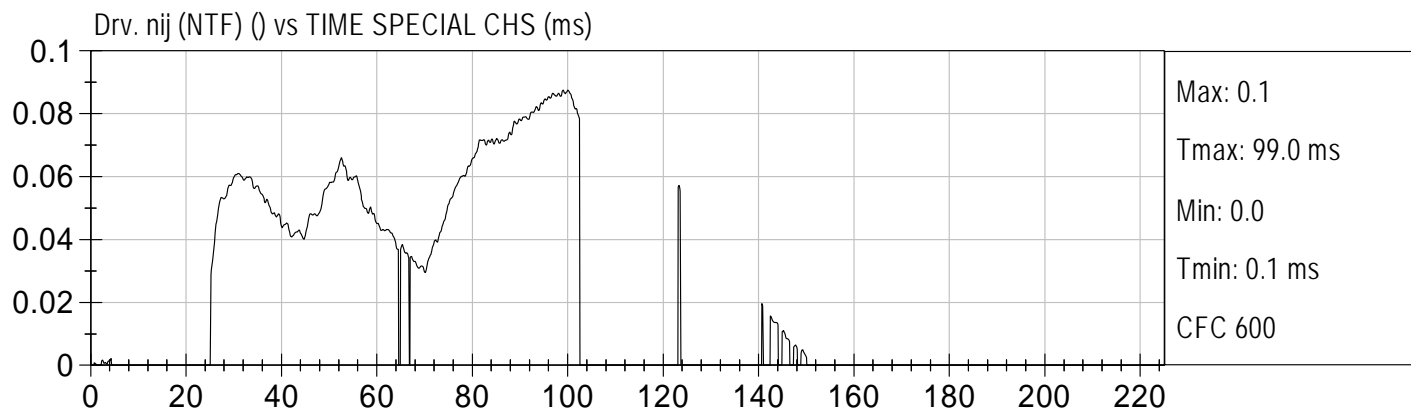
Injury Values Calculated between 0ms and 225ms





Injury Values Calculated between 0ms and 225ms



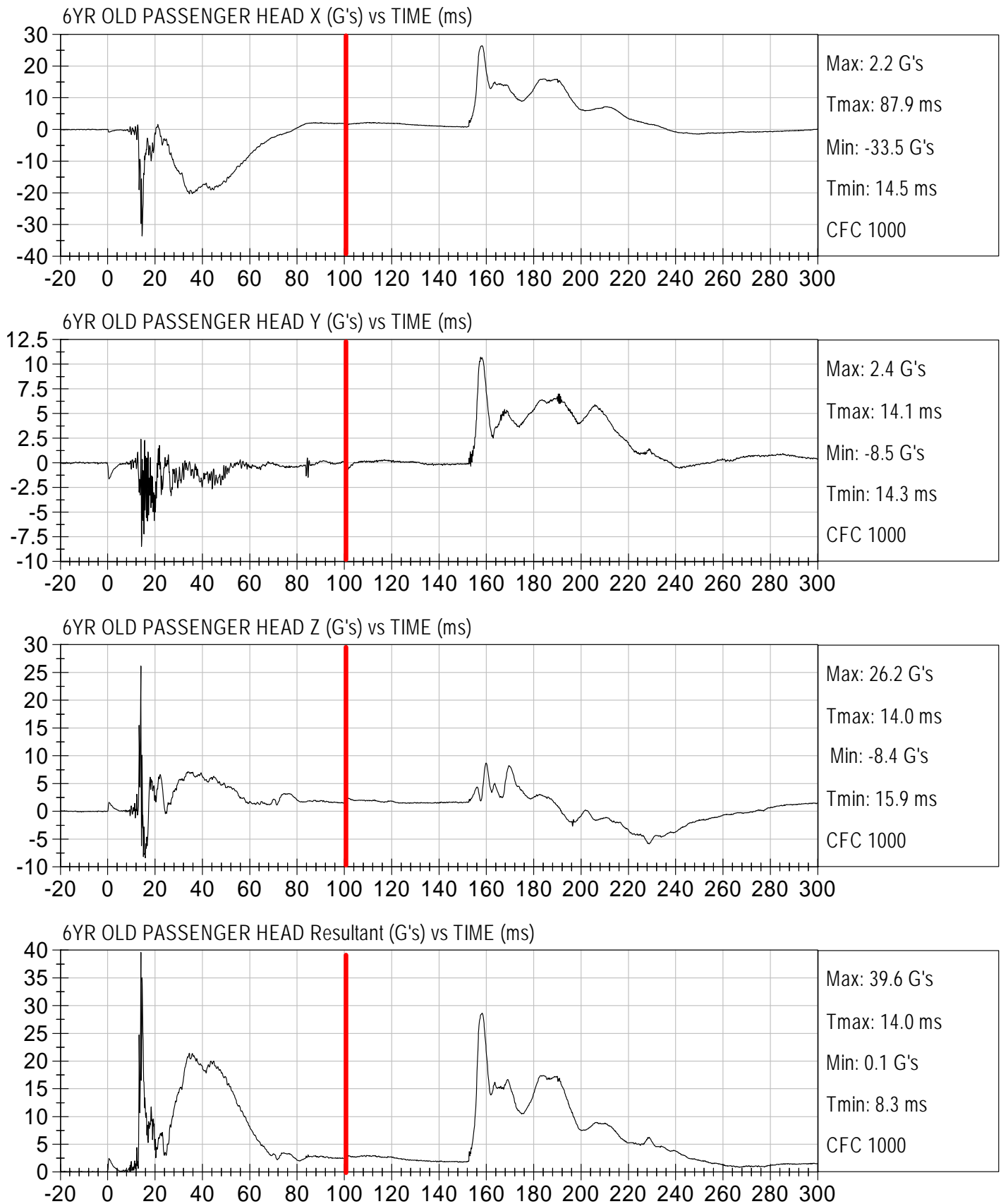




LOW RISK DEPLOYMENT
2008 Mitsubishi Lancer (C85602) (6YO P1)

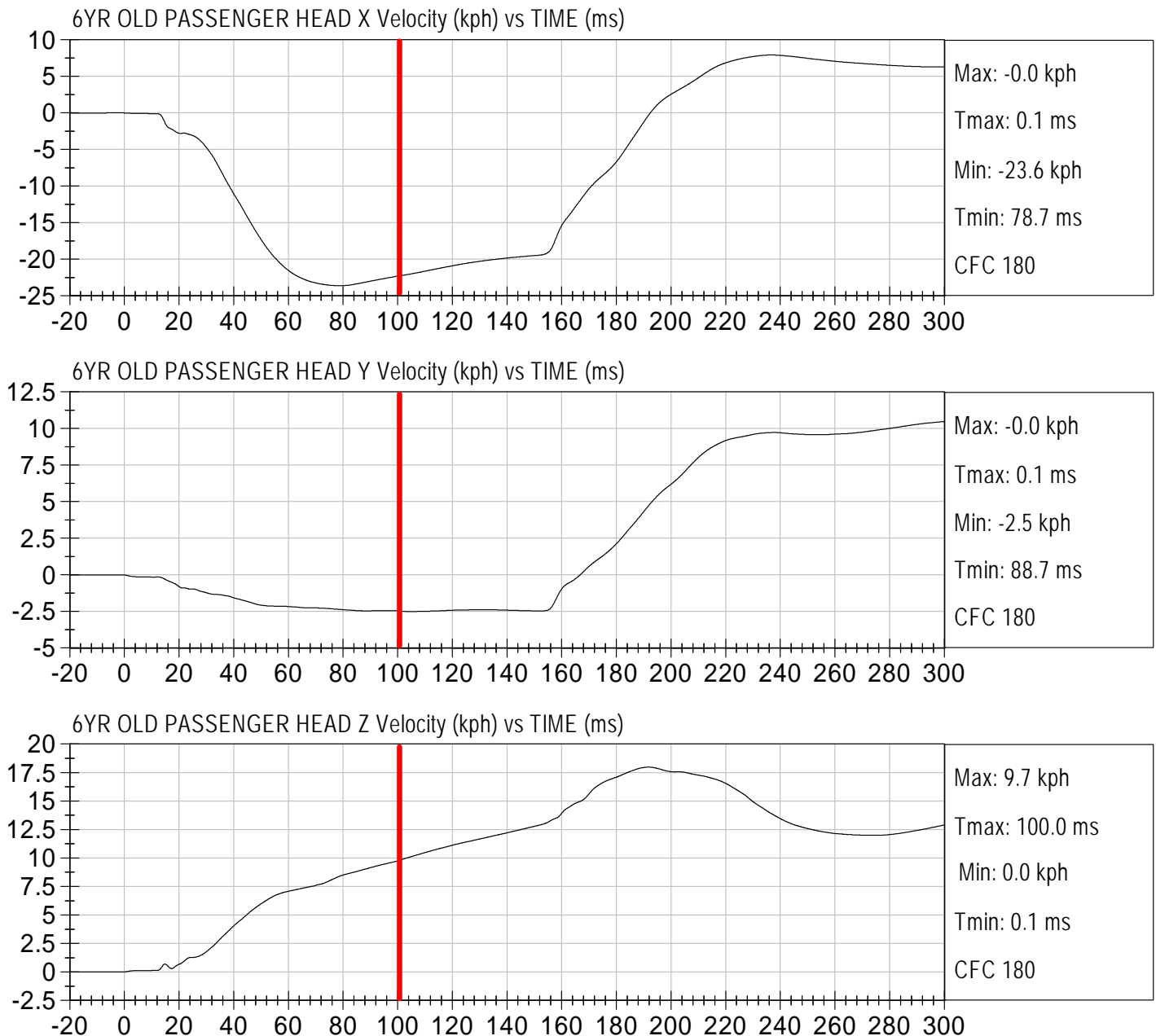
Test Date: 5/20/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms





Injury Values Calculated between 0ms and 100ms

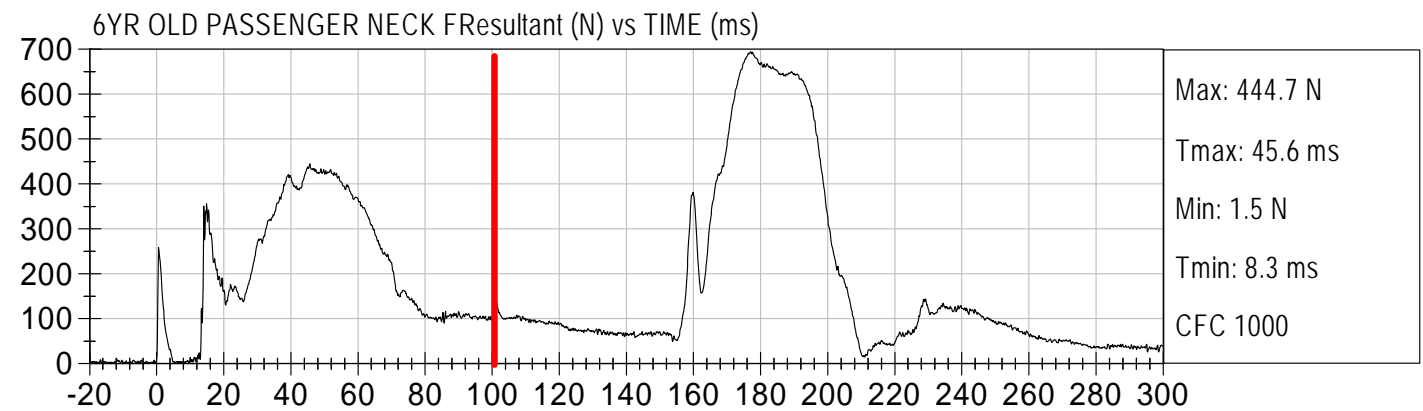
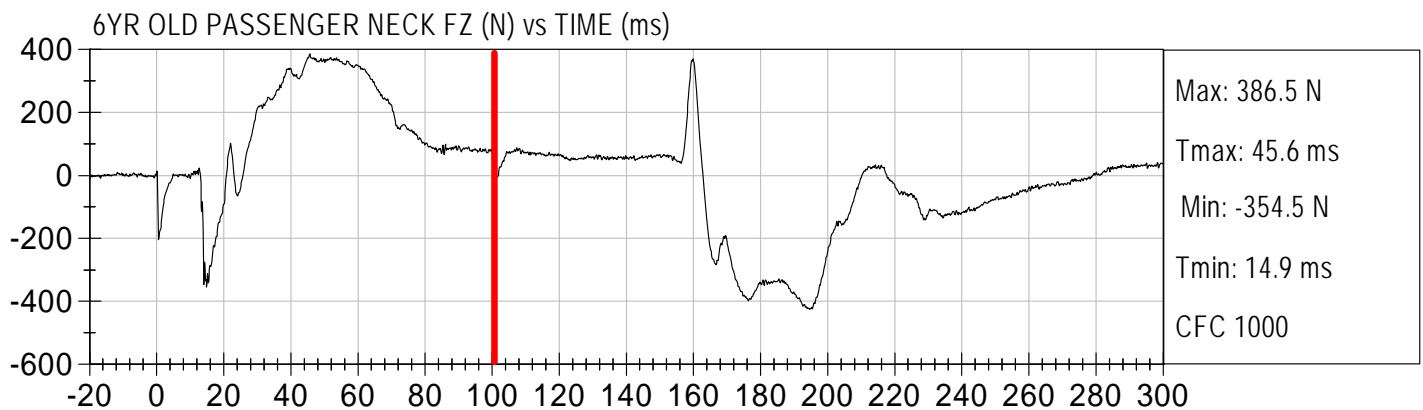
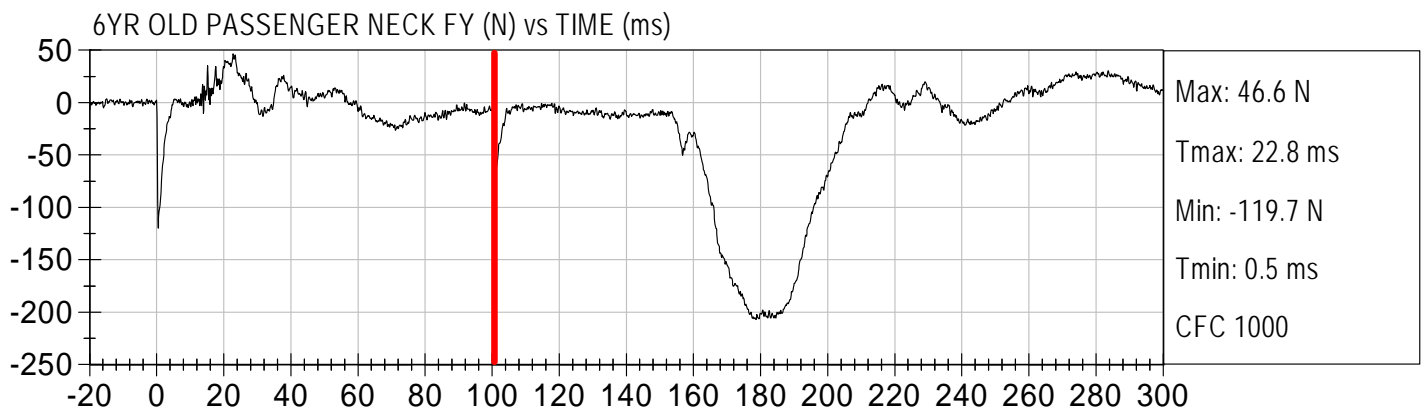
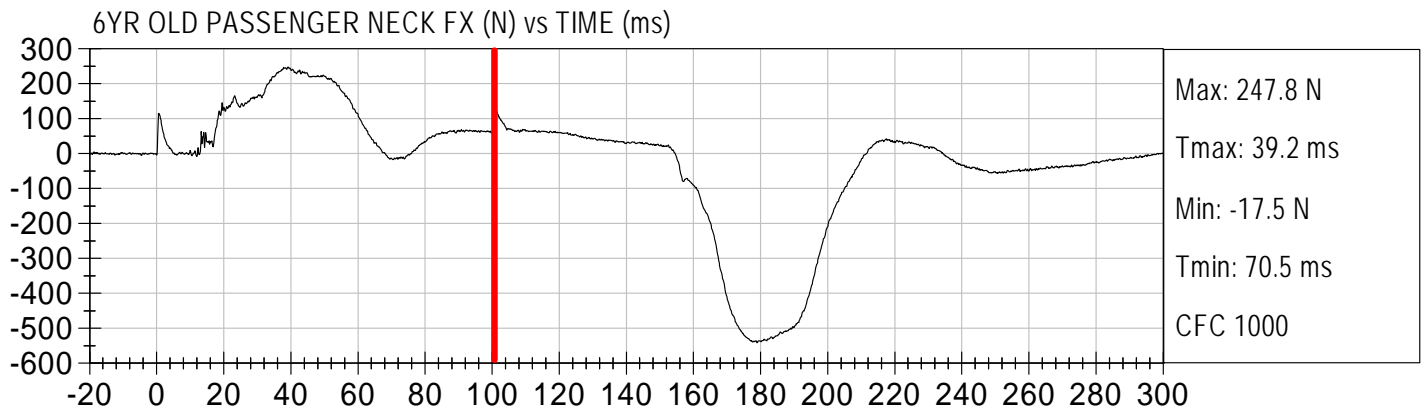




LOW RISK DEPLOYMENT
2008 Mitsubishi Lancer (C85602) (6YO P1)

Test Date: 5/20/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

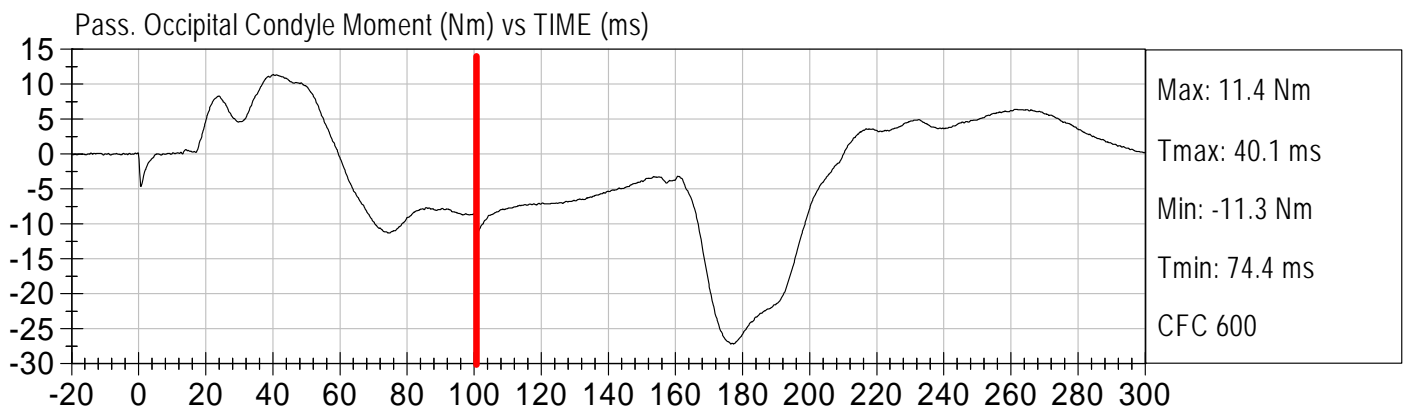
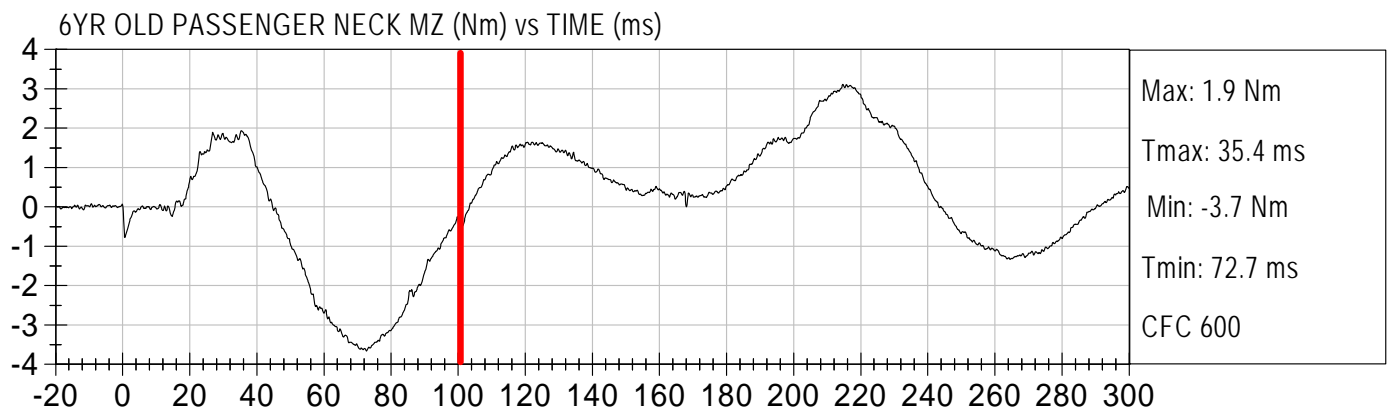
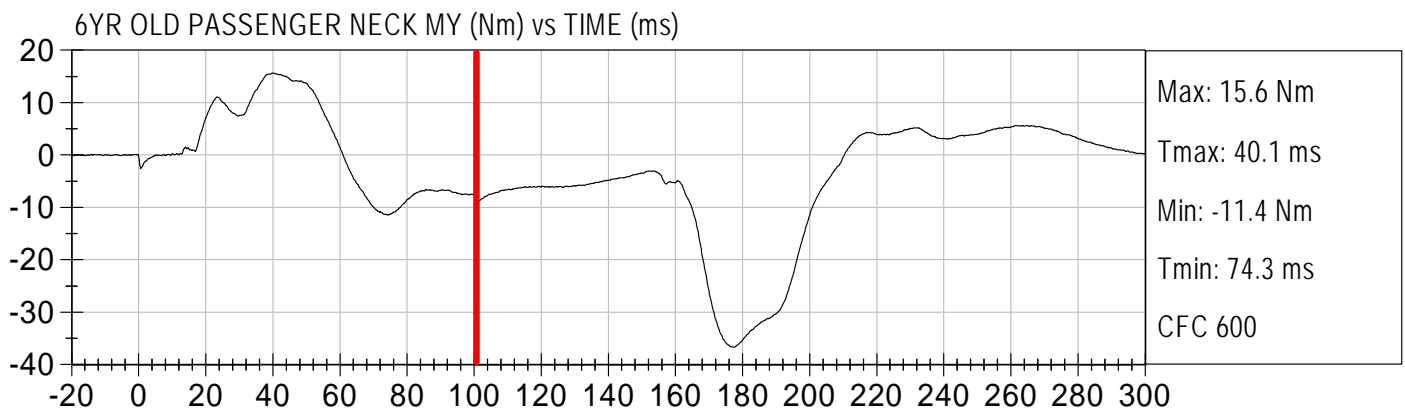
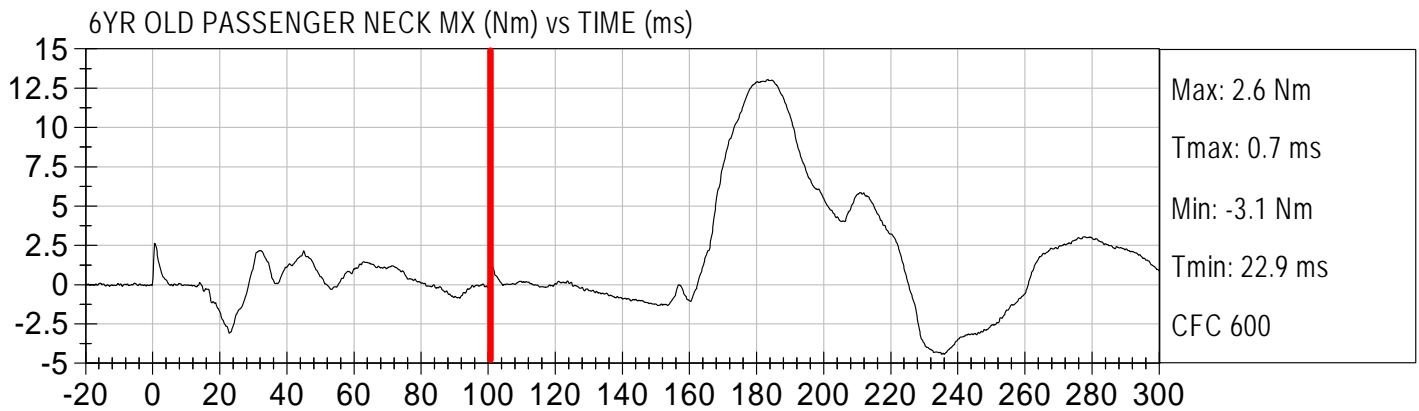




LOW RISK DEPLOYMENT
2008 Mitsubishi Lancer (C85602) (6YO P1)

Test Date: 5/20/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

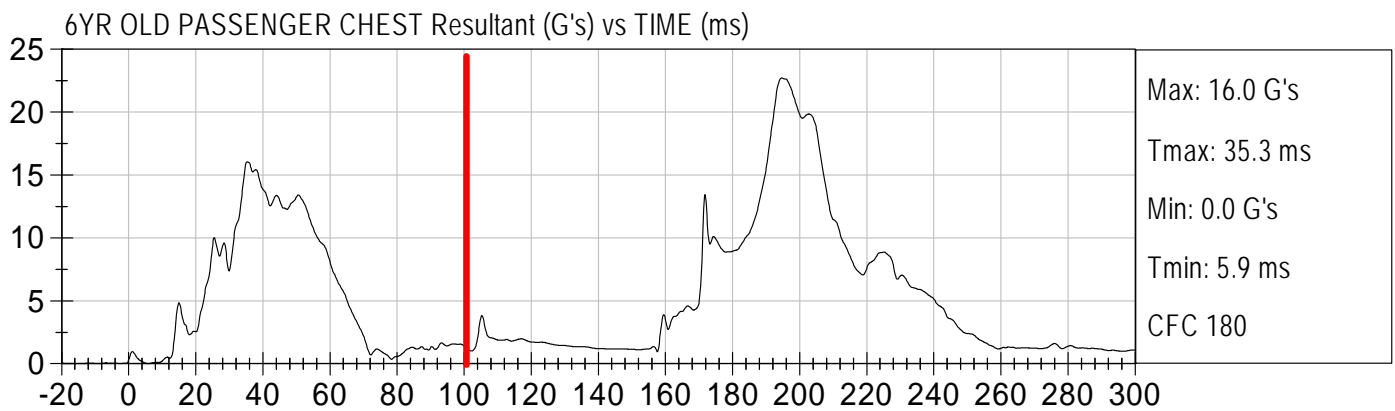
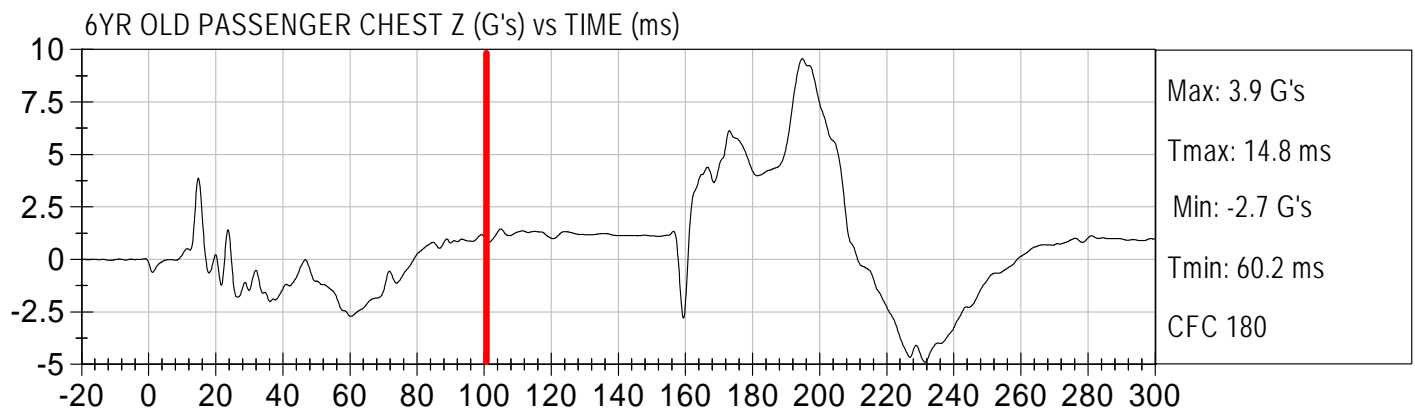
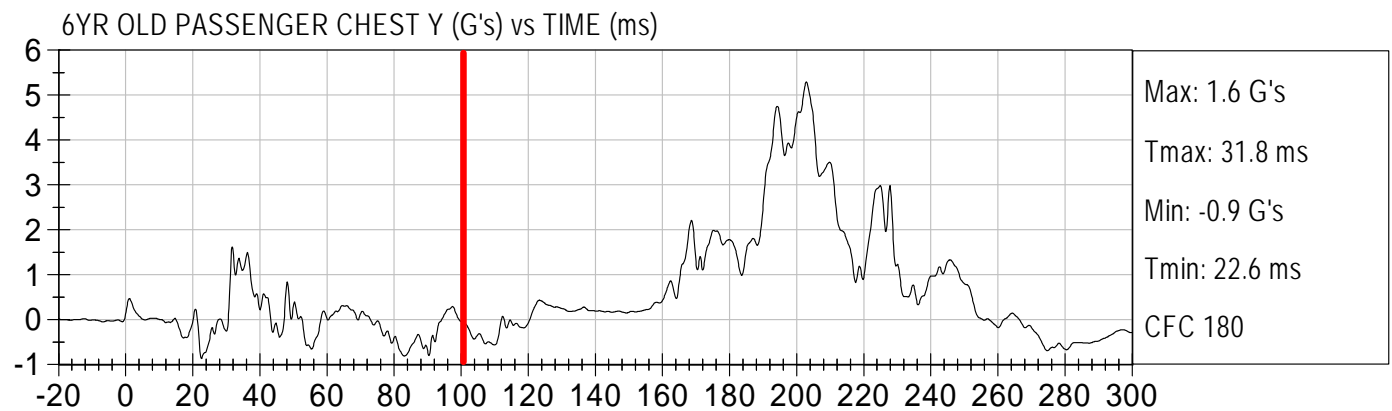
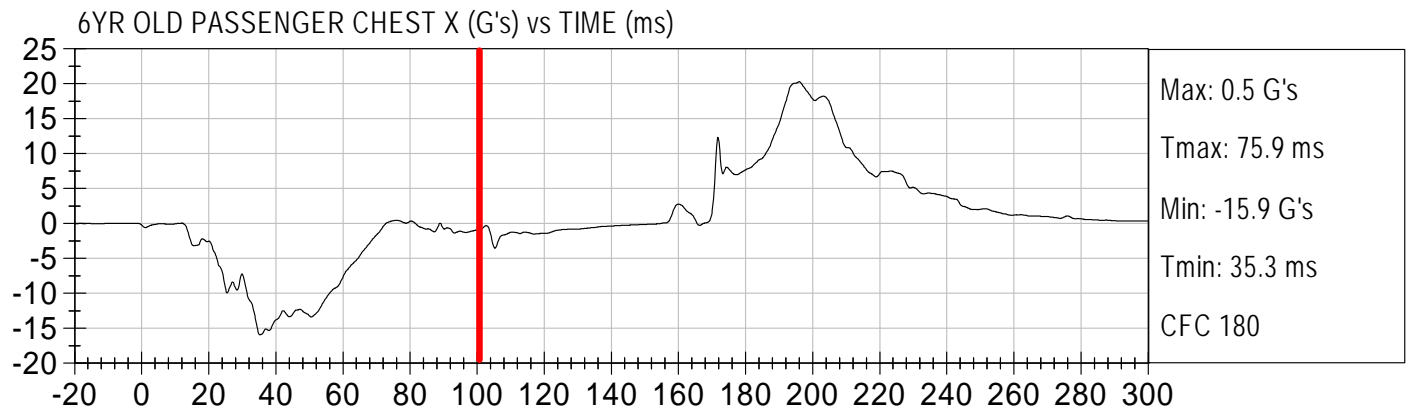




LOW RISK DEPLOYMENT
2008 Mitsubishi Lancer (C85602) (6YO P1)

Test Date: 5/20/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

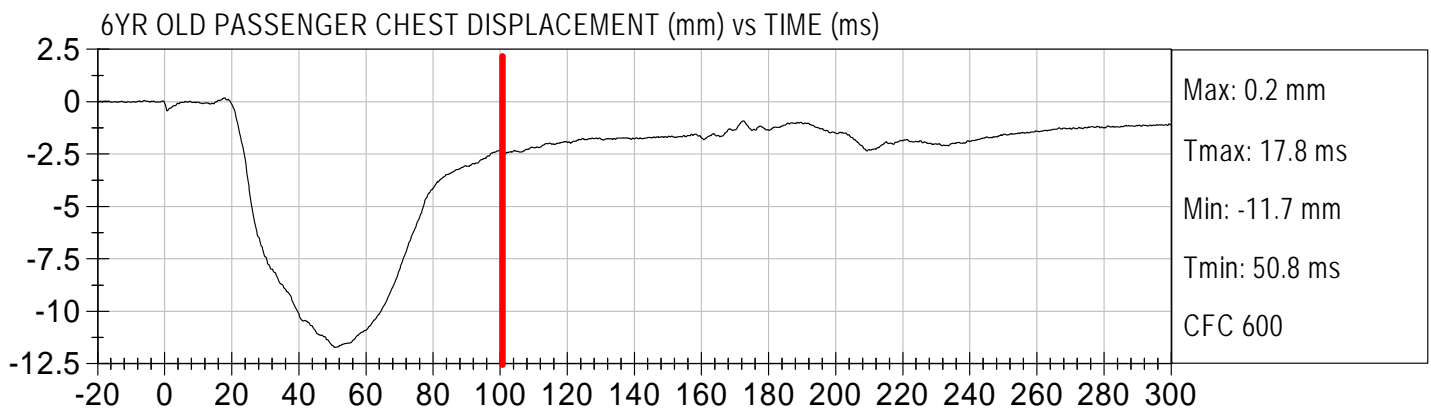
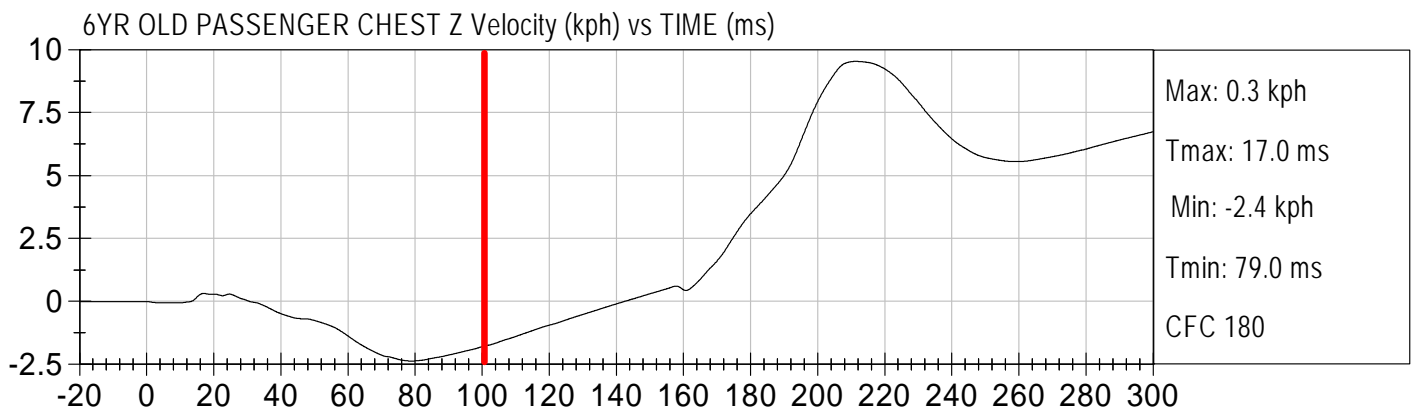
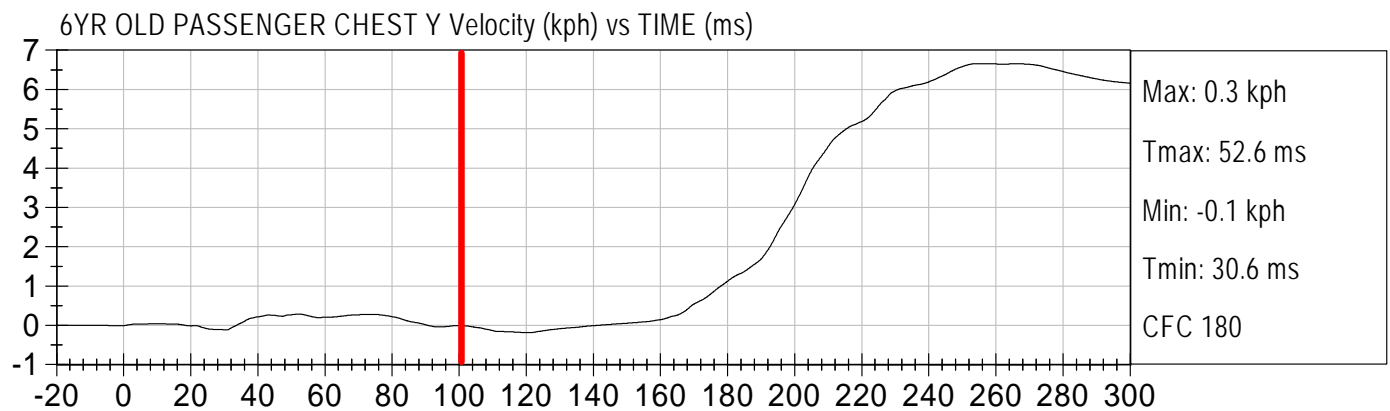
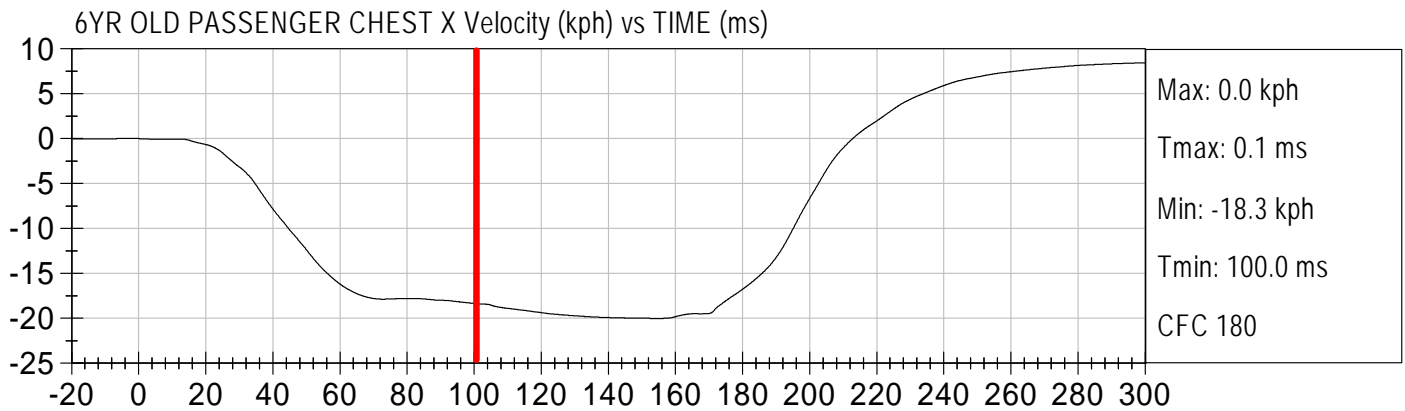




LOW RISK DEPLOYMENT
2008 Mitsubishi Lancer (C85602) (6YO P1)

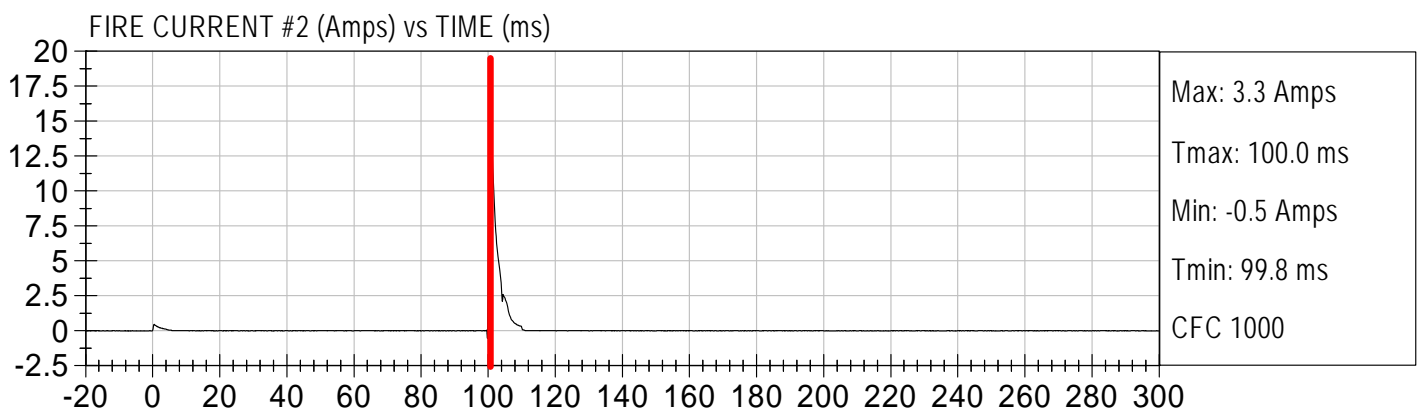
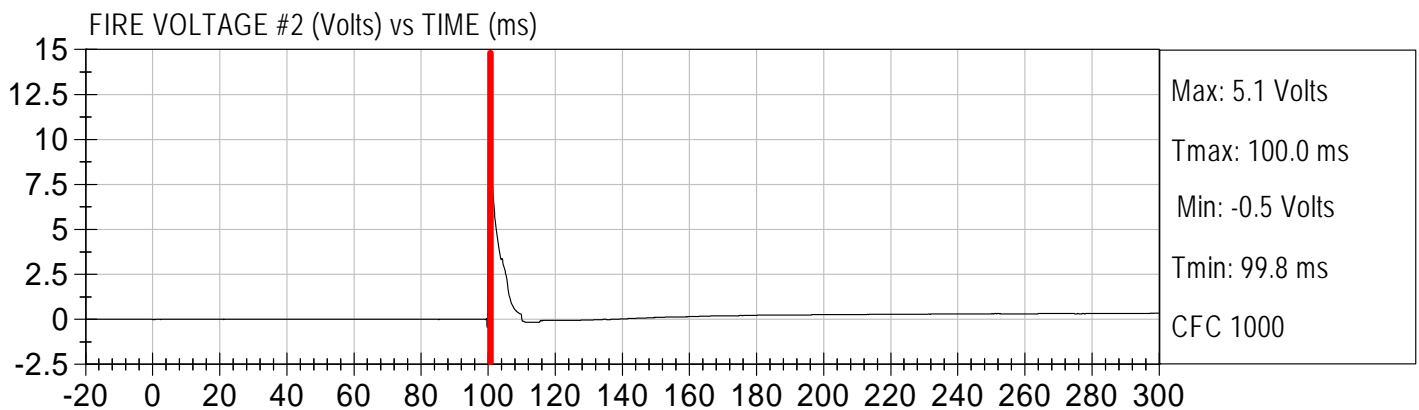
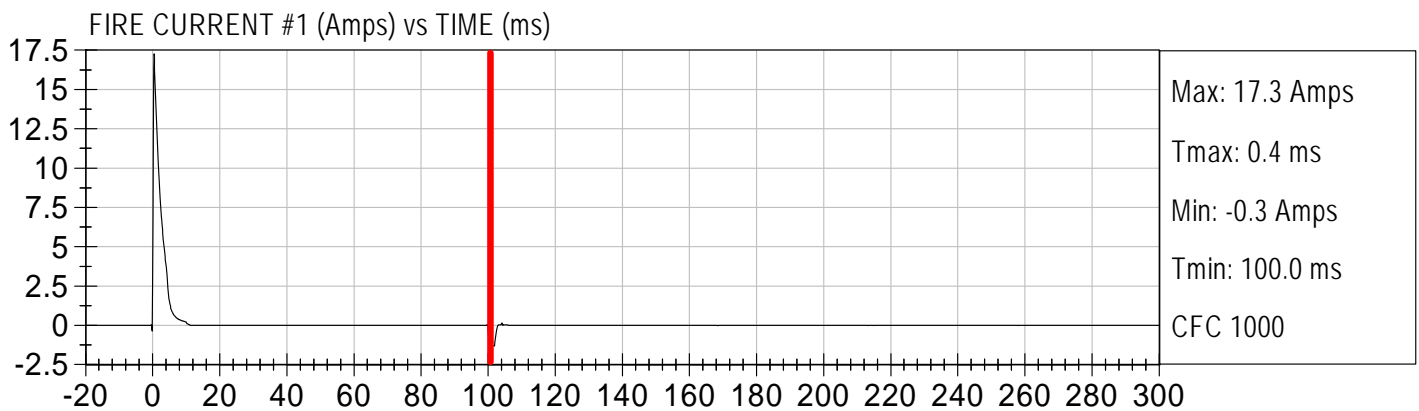
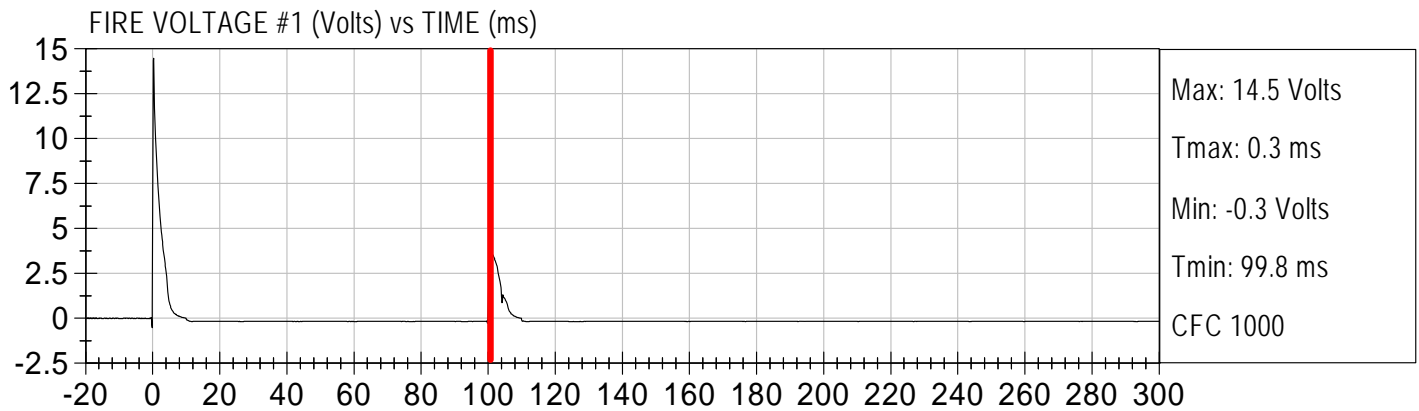
Test Date: 5/20/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms



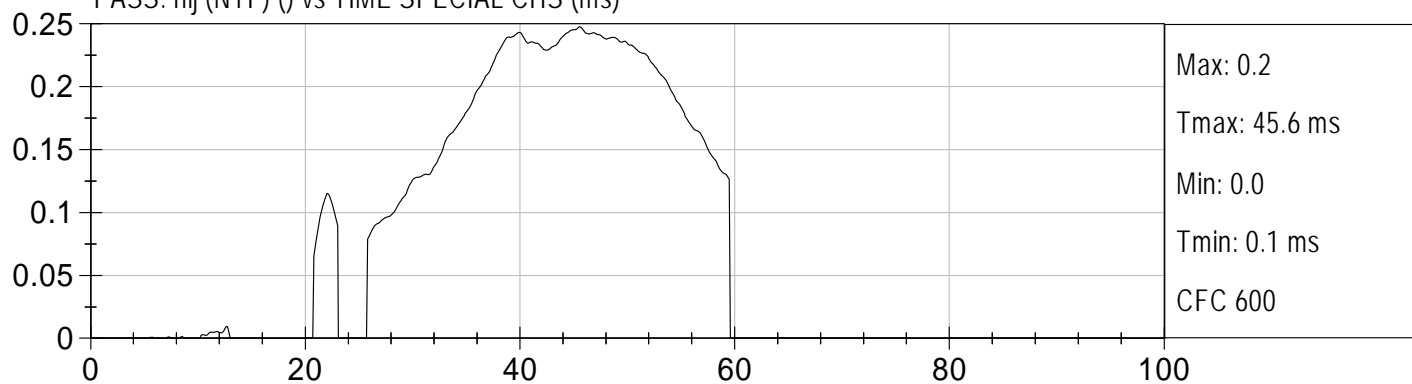


Injury Values Calculated between 0ms and 100ms

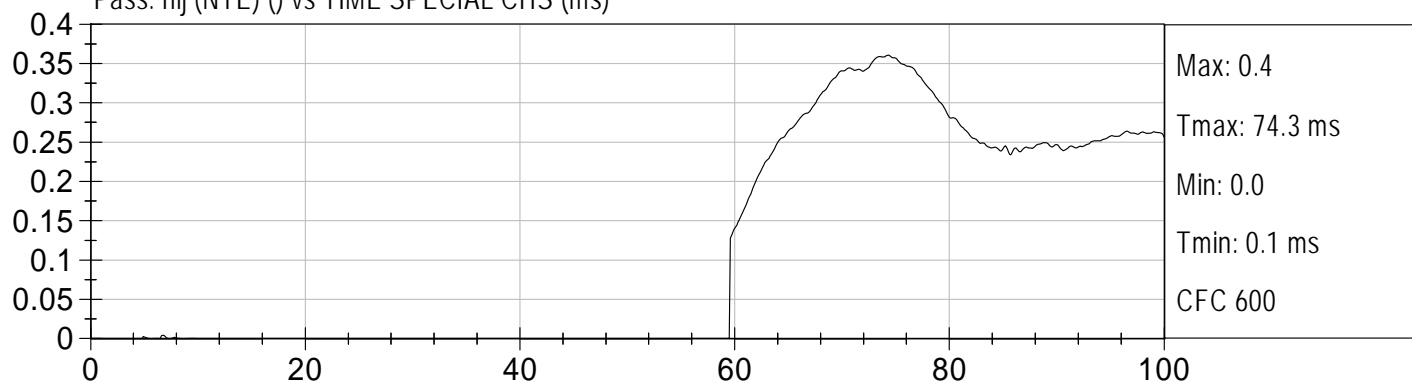




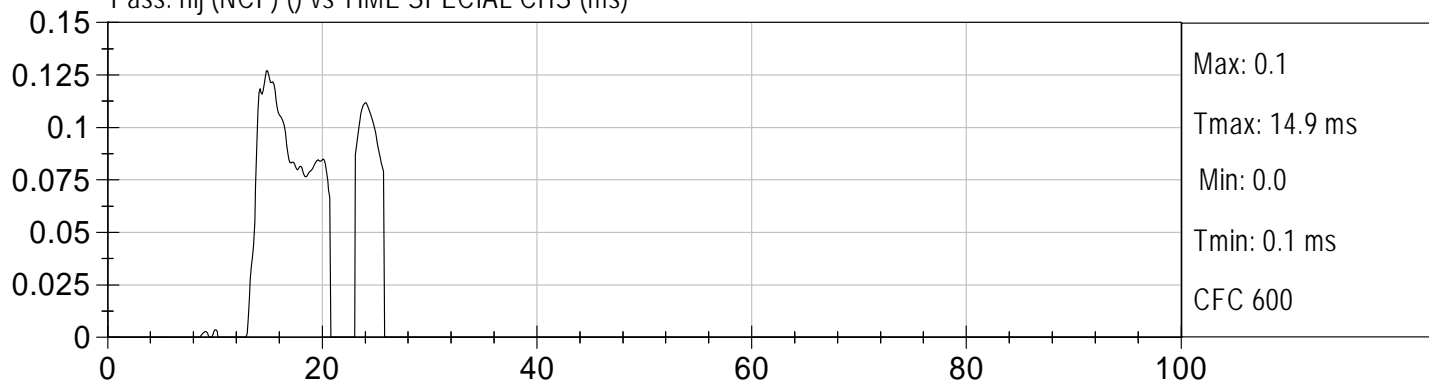
PASS. nij (NTF) () vs TIME SPECIAL CHS (ms)



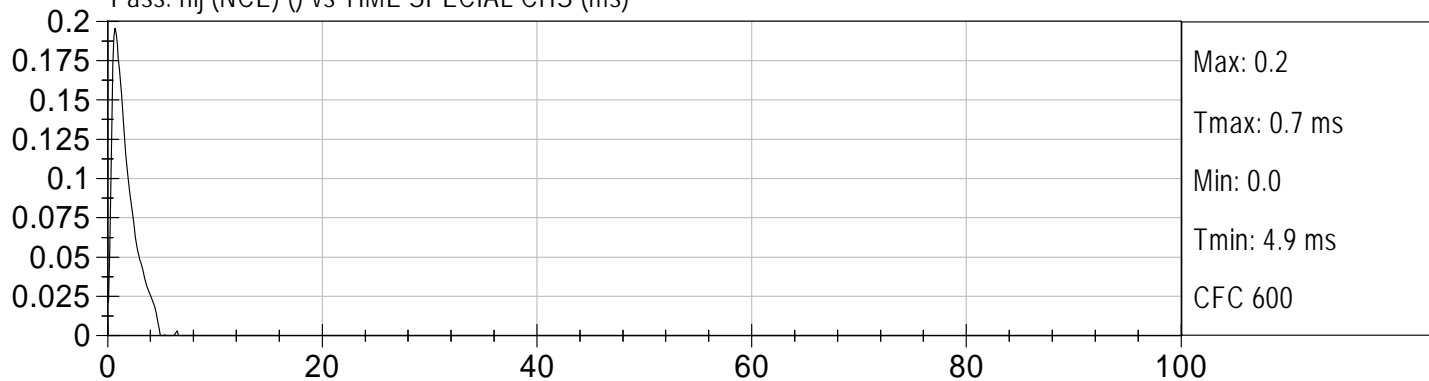
Pass. nij (NTE) () vs TIME SPECIAL CHS (ms)



Pass. nij (NCF) () vs TIME SPECIAL CHS (ms)



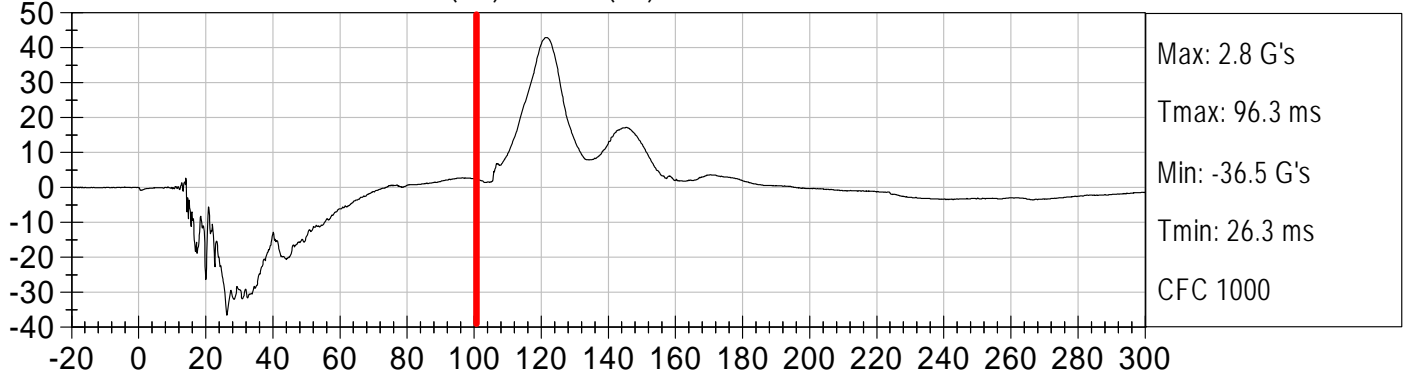
Pass. nij (NCE) () vs TIME SPECIAL CHS (ms)



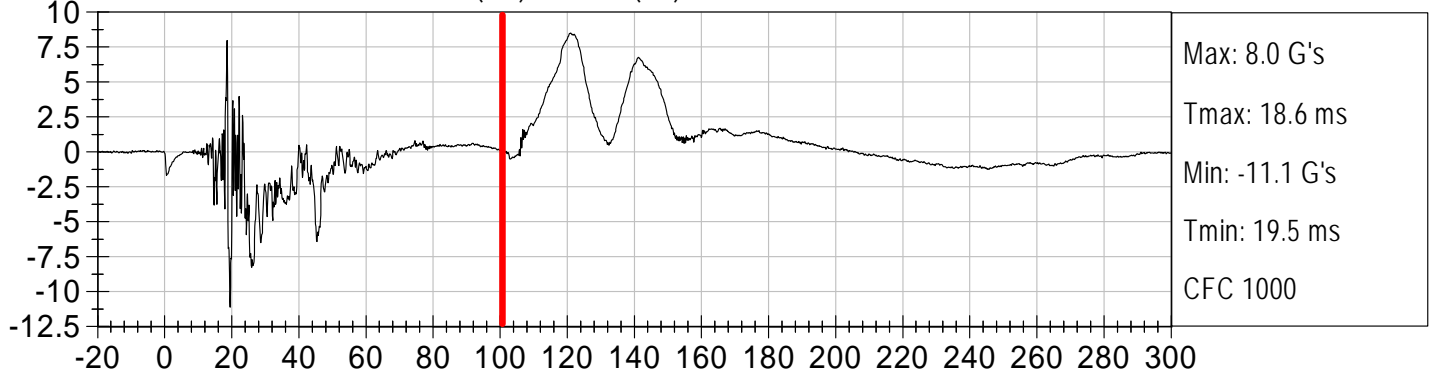


Injury Values Calculated between 0ms and 100ms

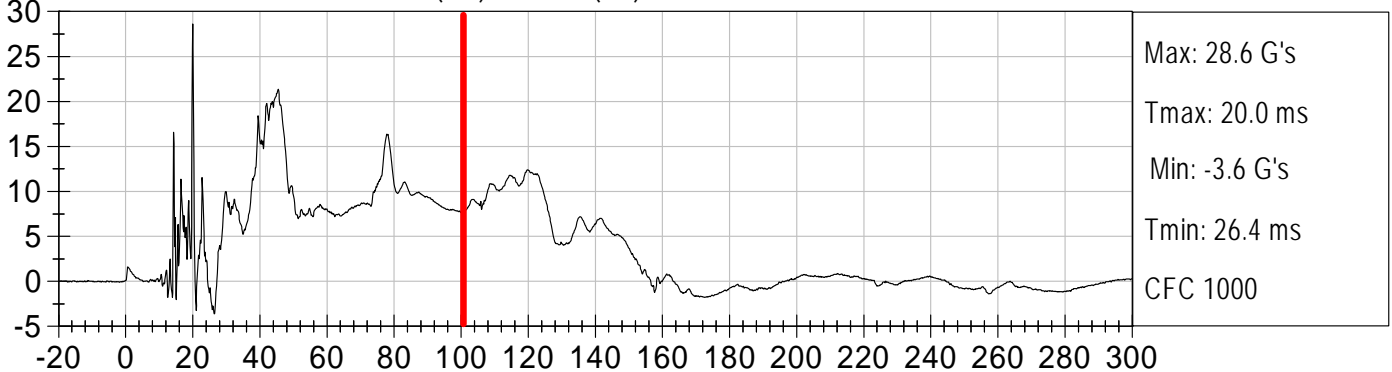
6YR OLD PASSENGER HEAD X (G's) vs TIME (ms)



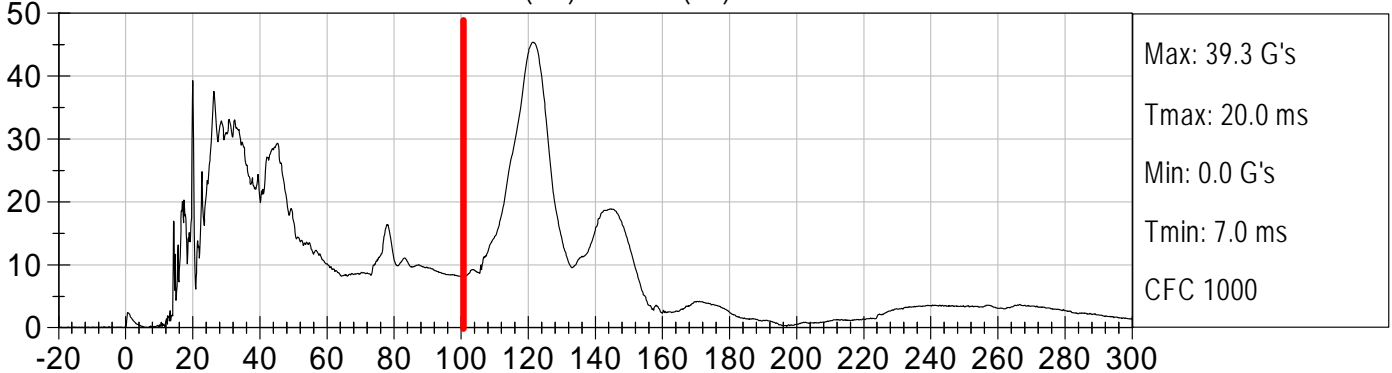
6YR OLD PASSENGER HEAD Y (G's) vs TIME (ms)



6YR OLD PASSENGER HEAD Z (G's) vs TIME (ms)

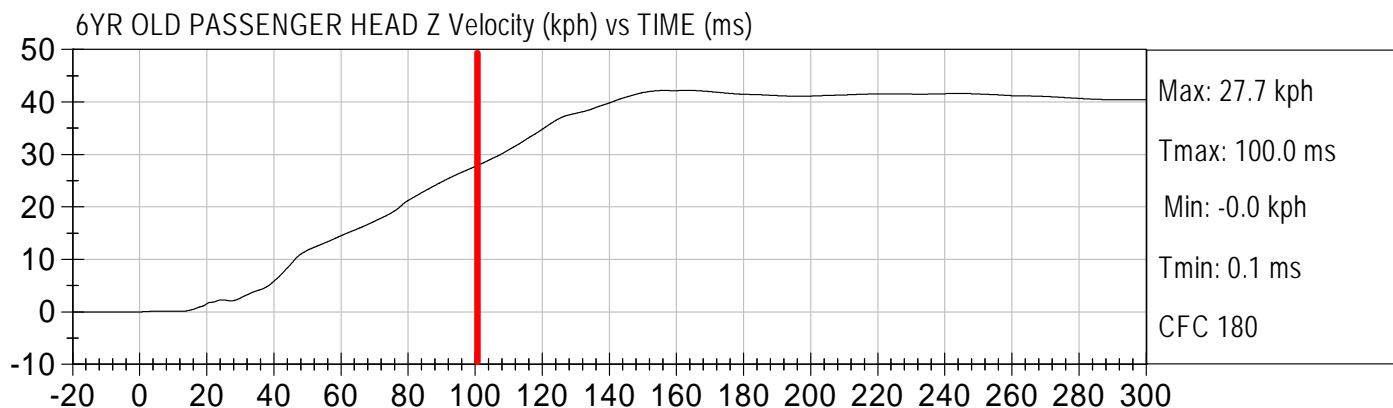
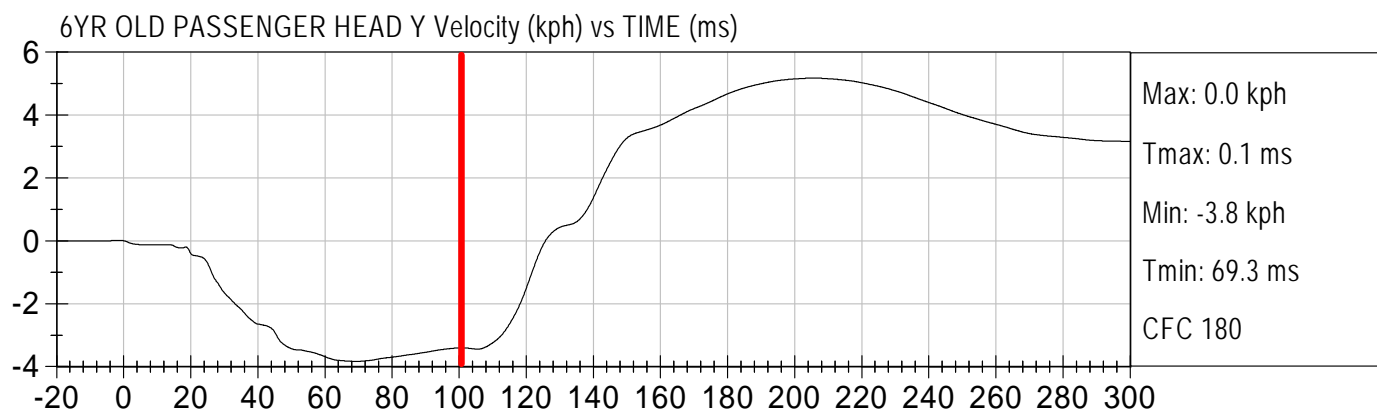
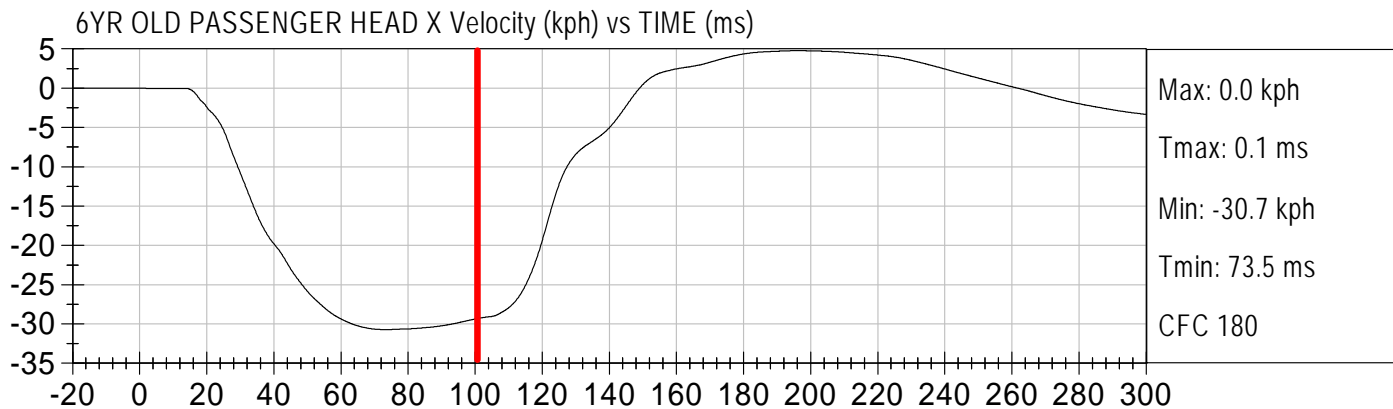


6YR OLD PASSENGER HEAD Resultant (G's) vs TIME (ms)





Injury Values Calculated between 0ms and 100ms

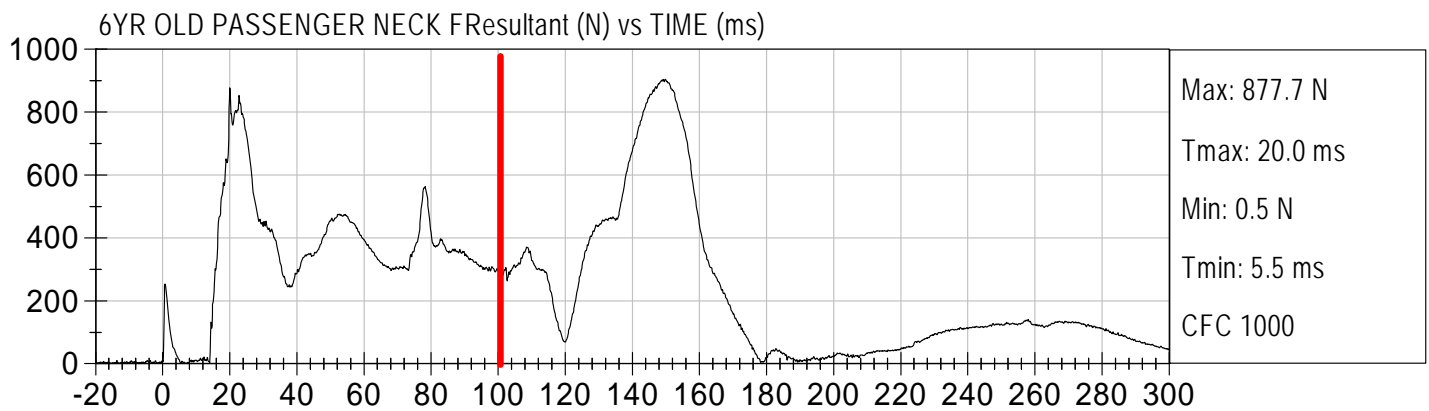
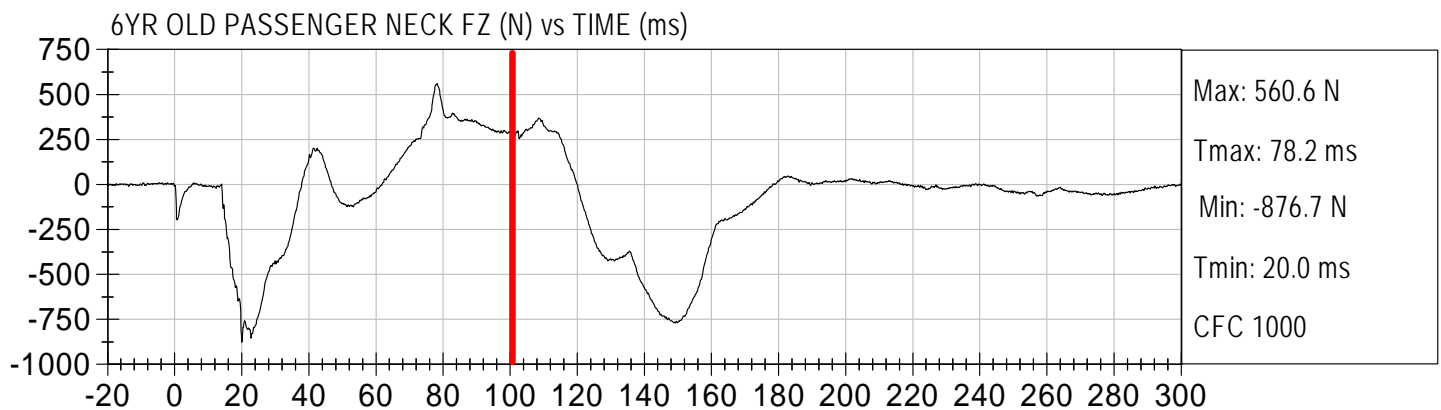
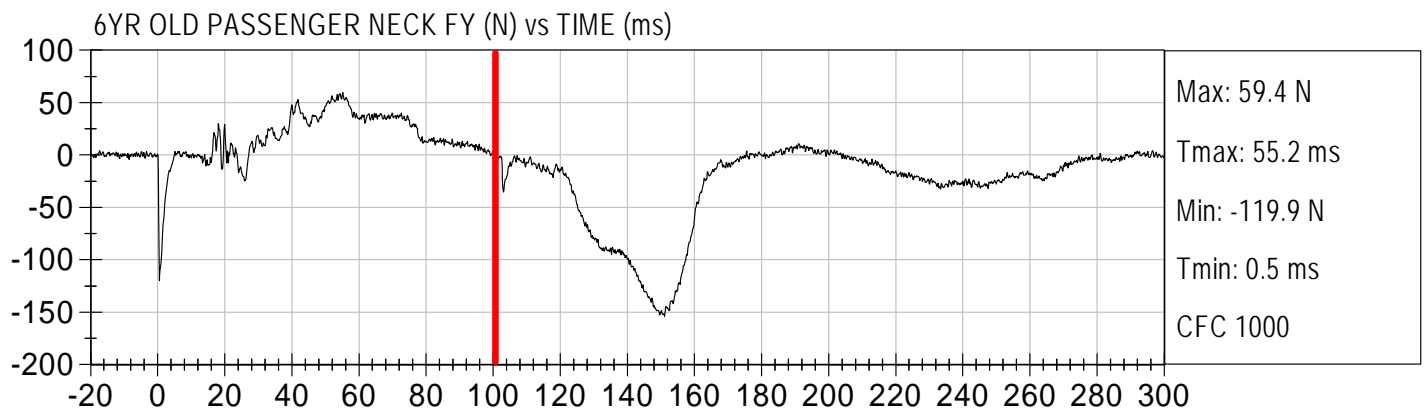
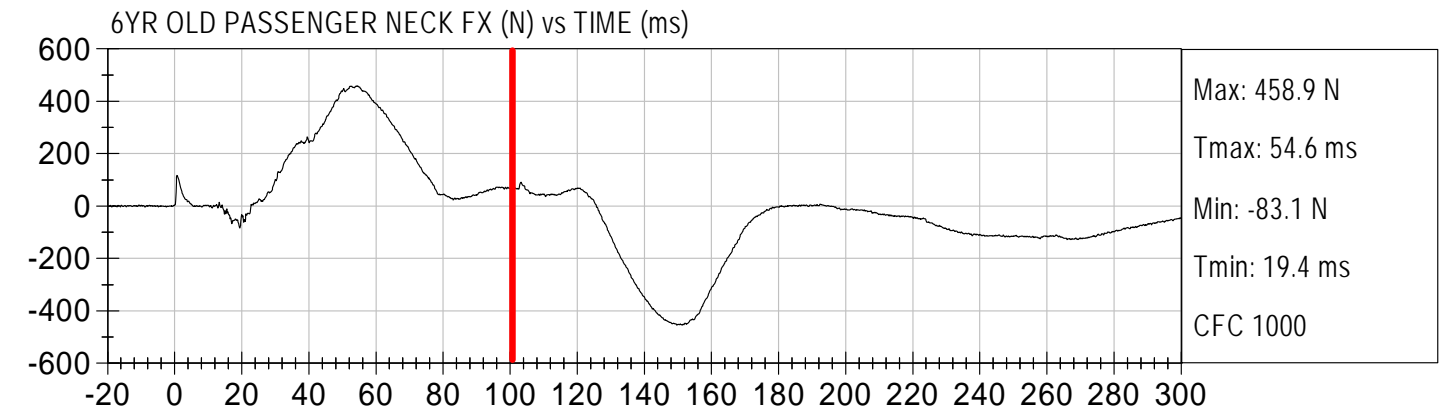




LOW RISK DEPLOYMENT
2008 Mitsubishi Lancer (C85602) (6YO P2)

Test Date: 5/20/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms



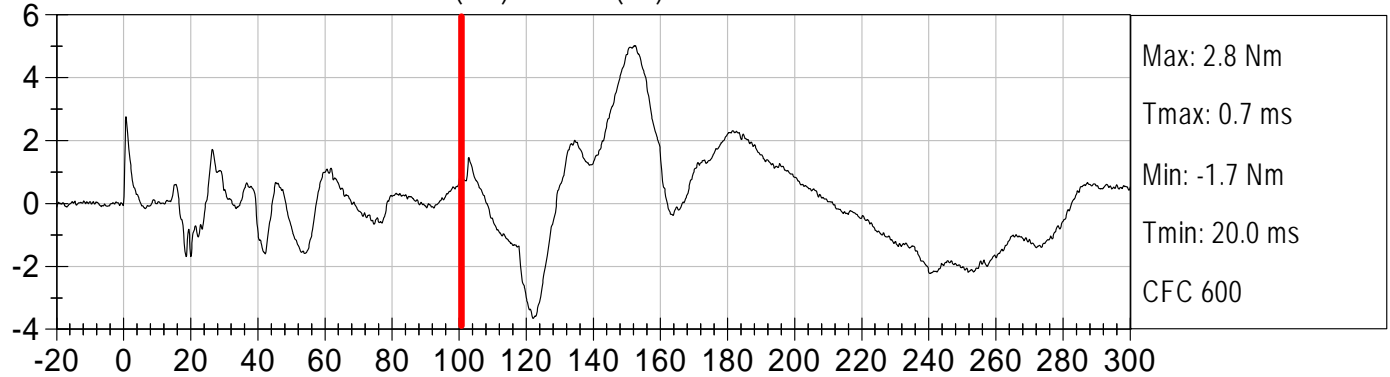


LOW RISK DEPLOYMENT
2008 Mitsubishi Lancer (C85602) (6YO P2)

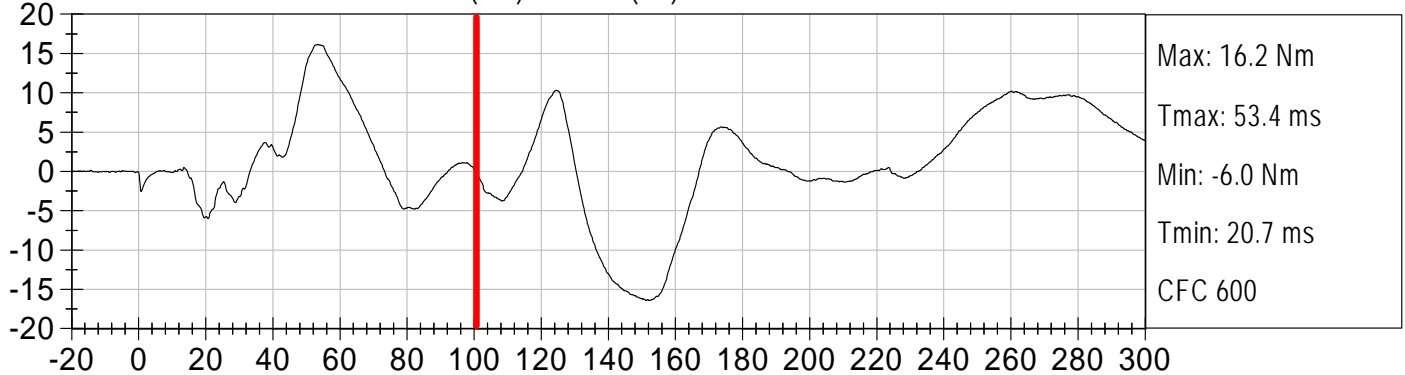
Test Date: 5/20/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

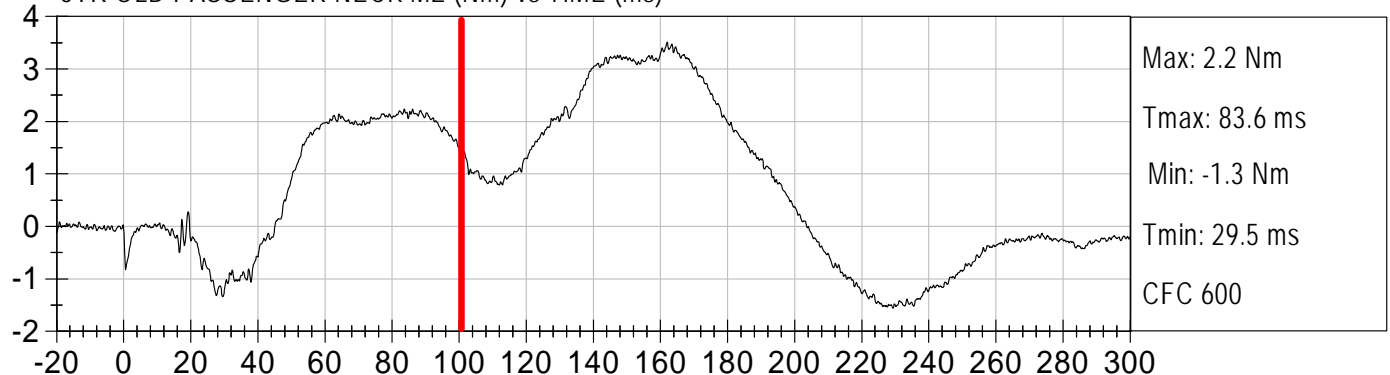
6YR OLD PASSENGER NECK MX (Nm) vs TIME (ms)



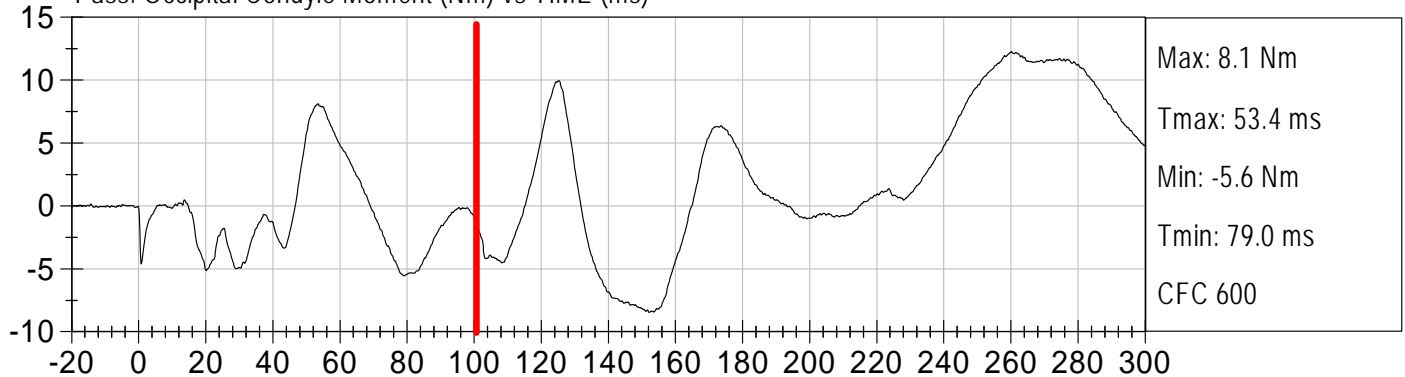
6YR OLD PASSENGER NECK MY (Nm) vs TIME (ms)



6YR OLD PASSENGER NECK MZ (Nm) vs TIME (ms)

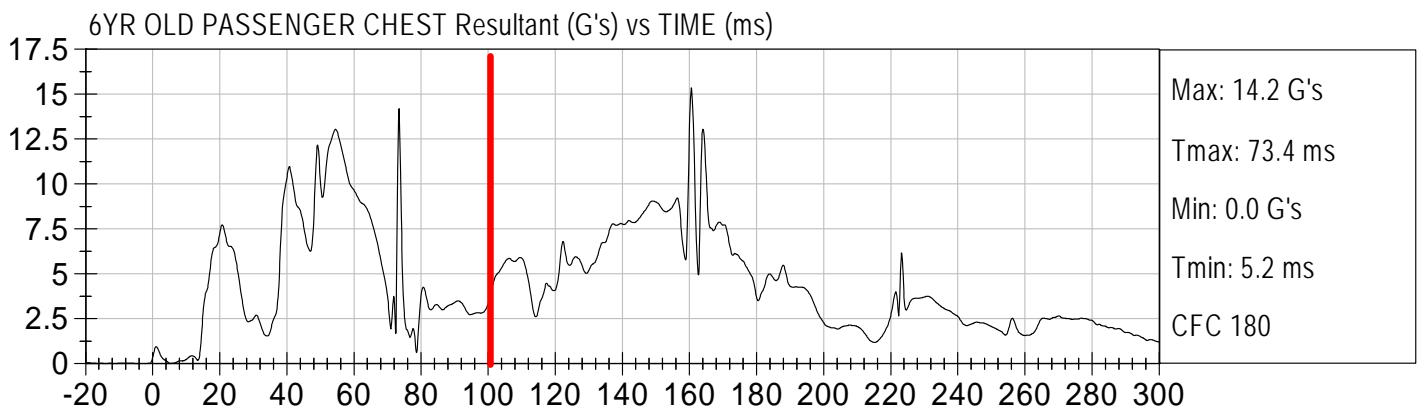
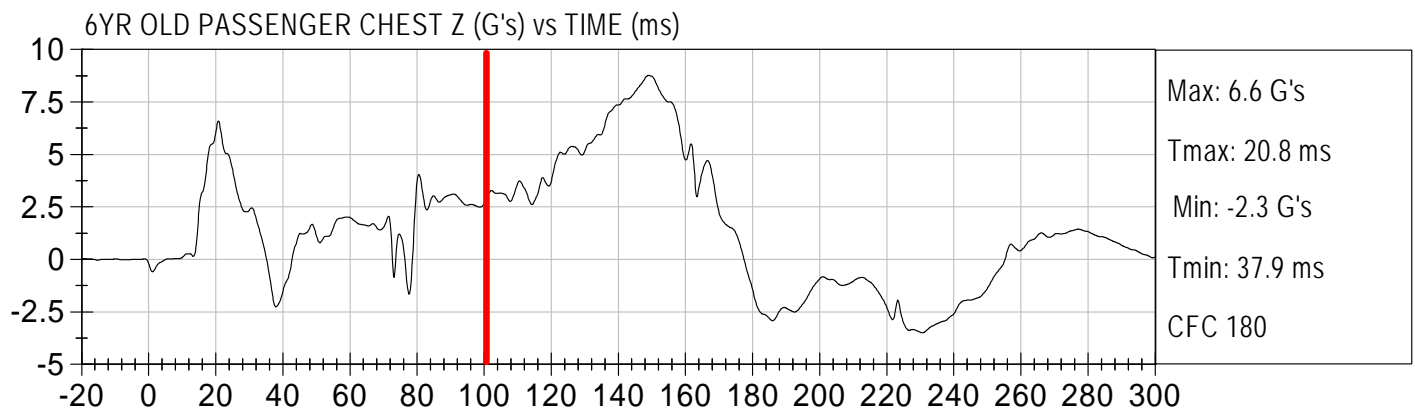
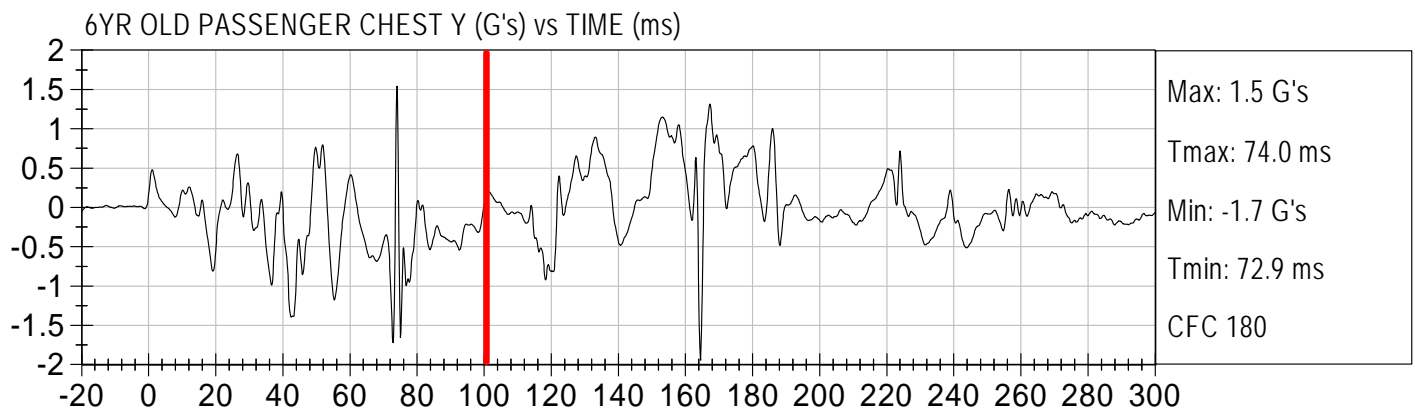
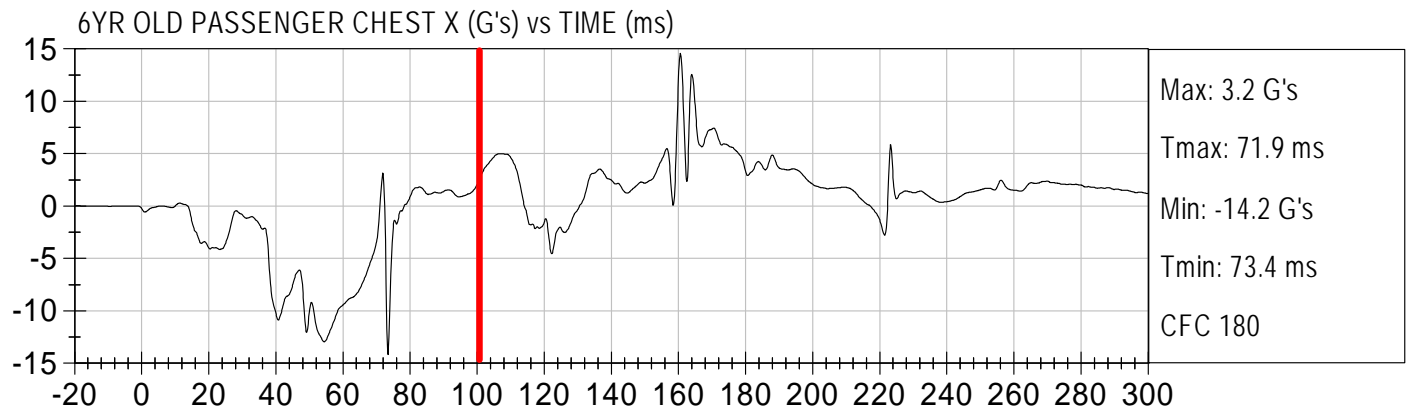


Pass. Occipital Condyle Moment (Nm) vs TIME (ms)





Injury Values Calculated between 0ms and 100ms

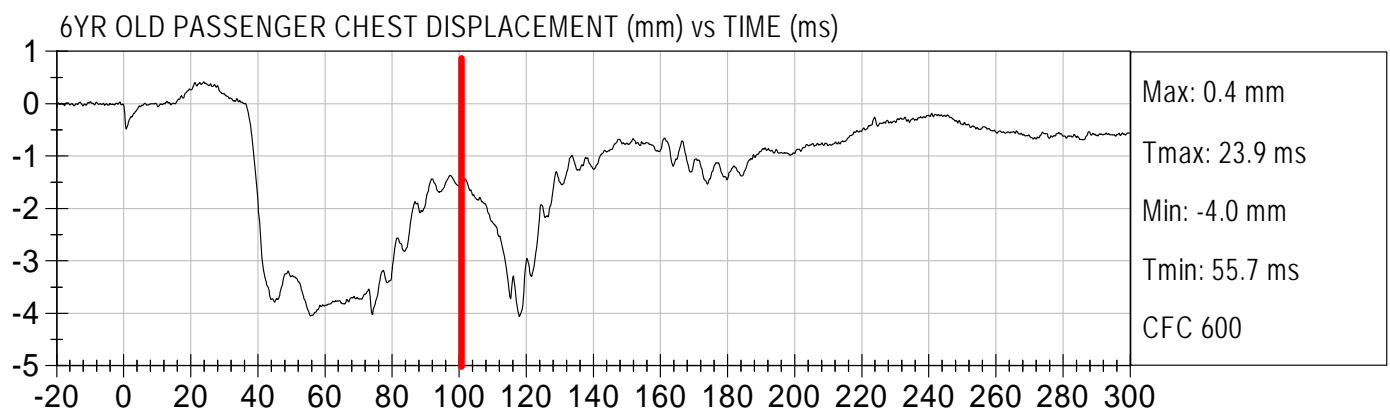
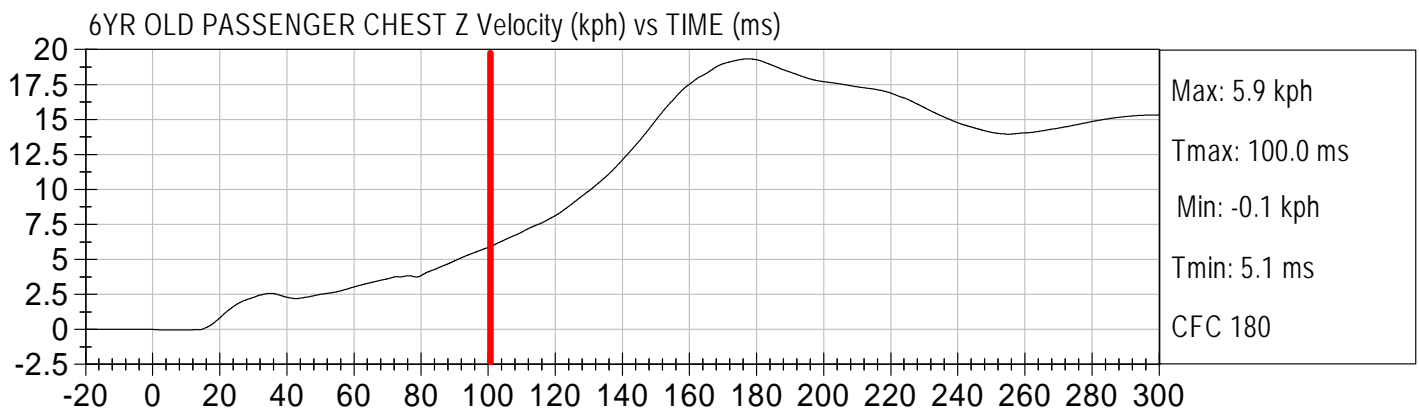
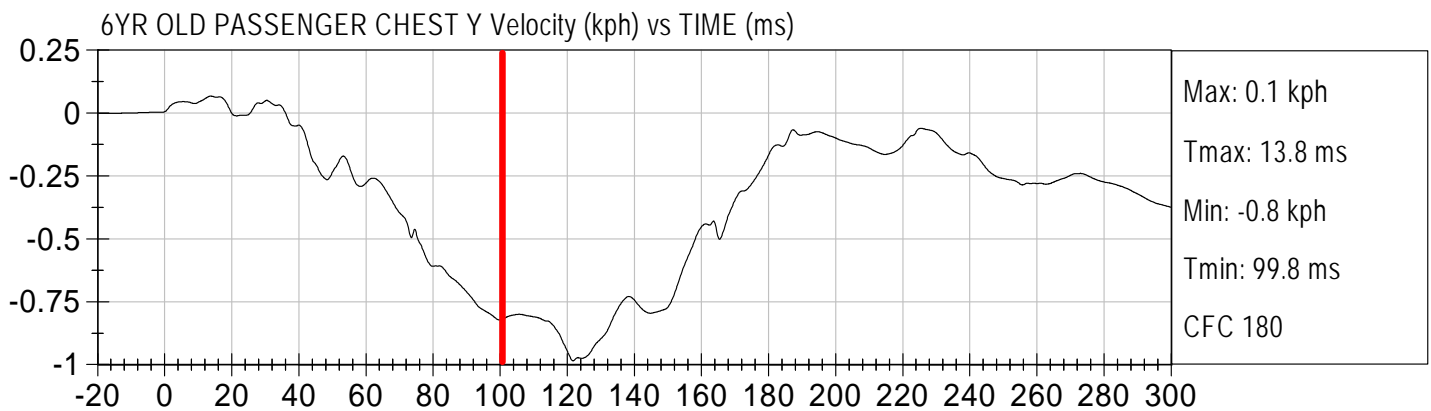
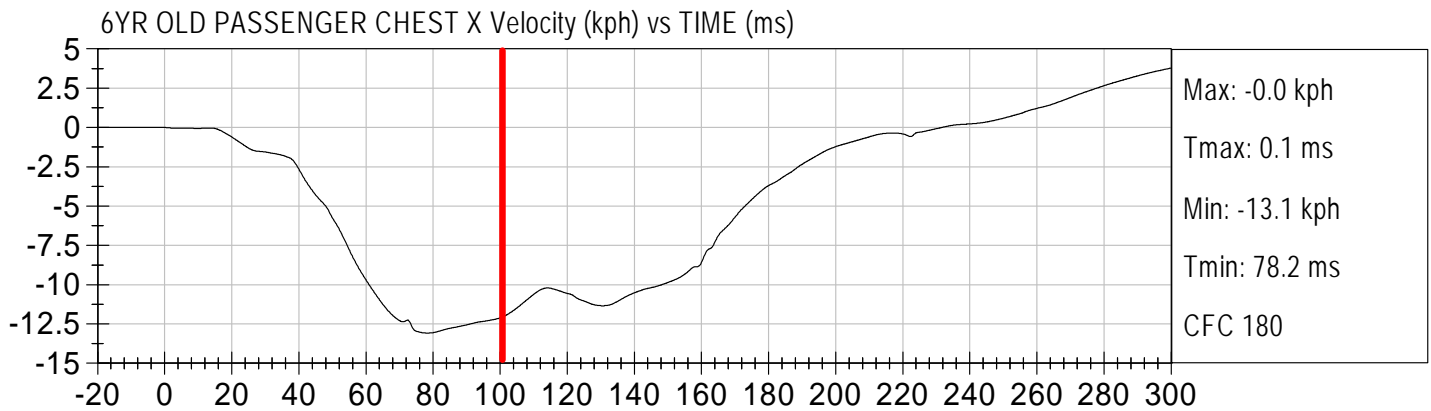




LOW RISK DEPLOYMENT
2008 Mitsubishi Lancer (C85602) (6YO P2)

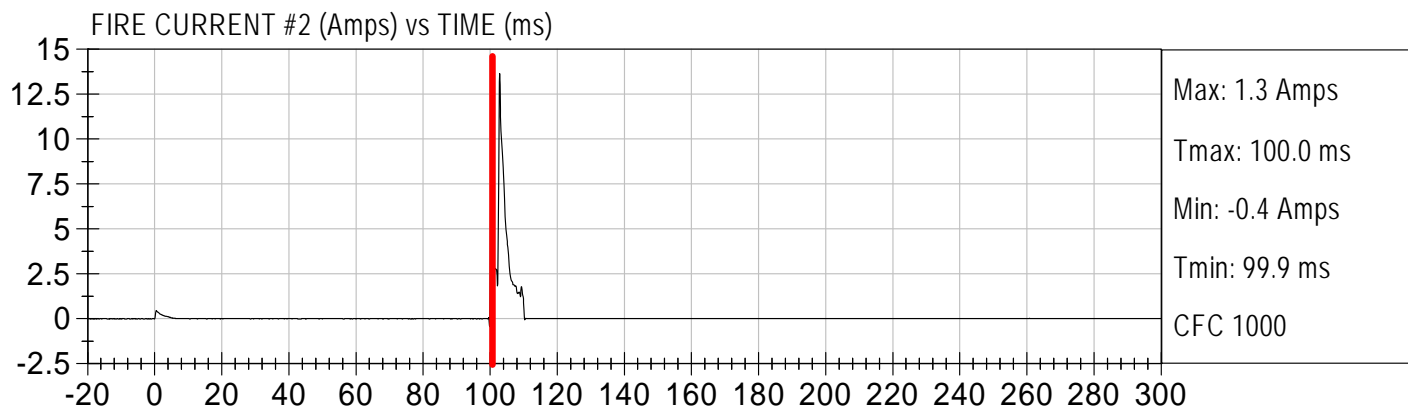
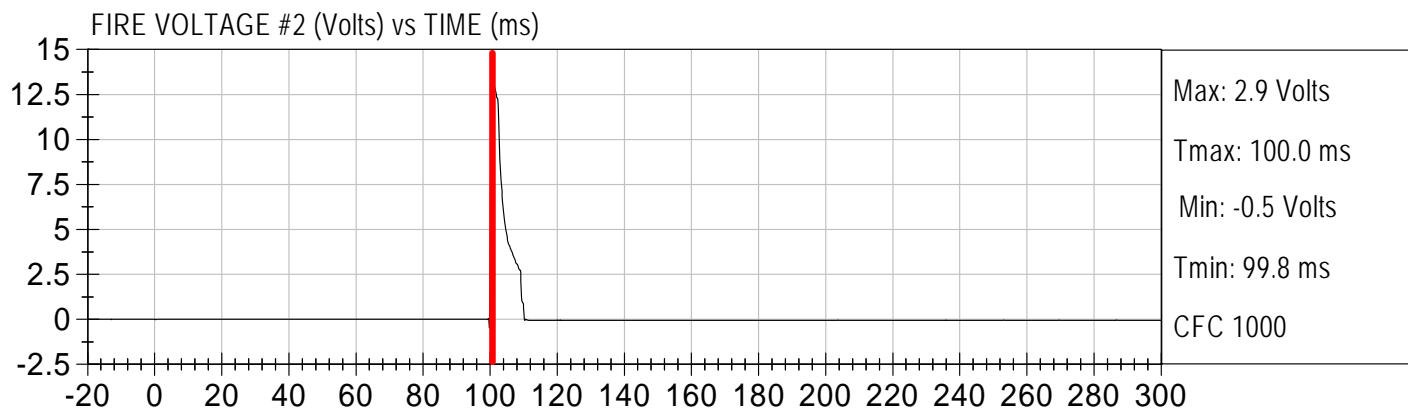
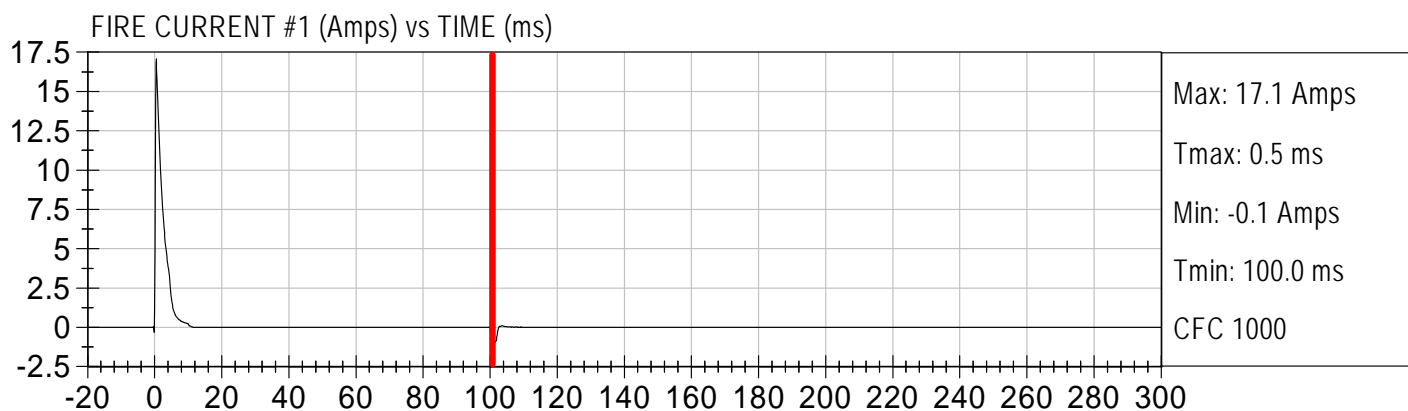
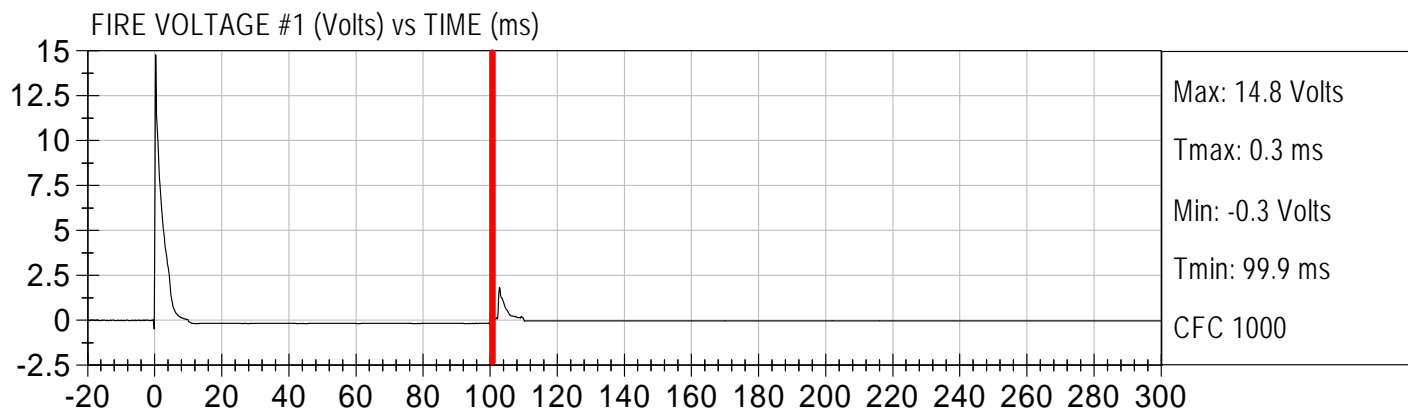
Test Date: 5/20/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms



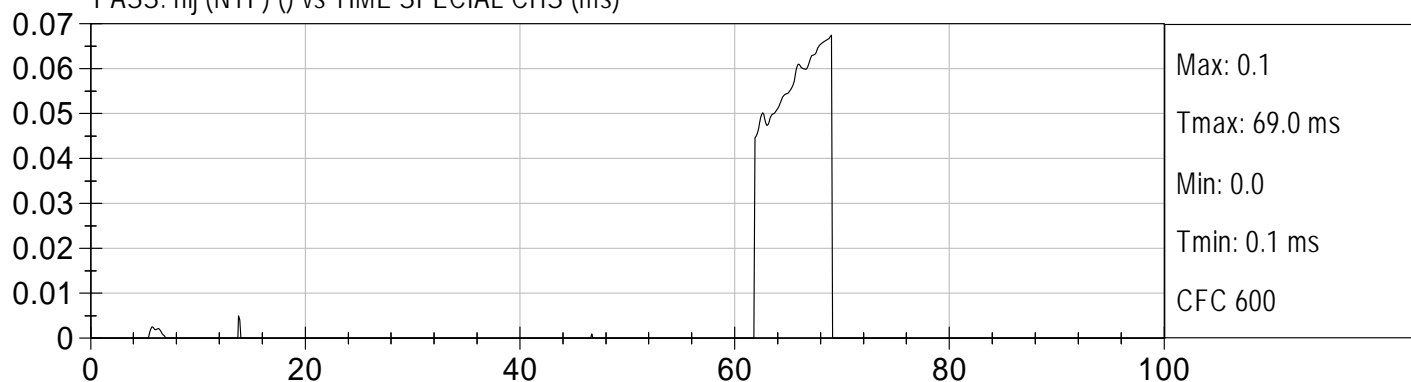


Injury Values Calculated between 0ms and 100ms

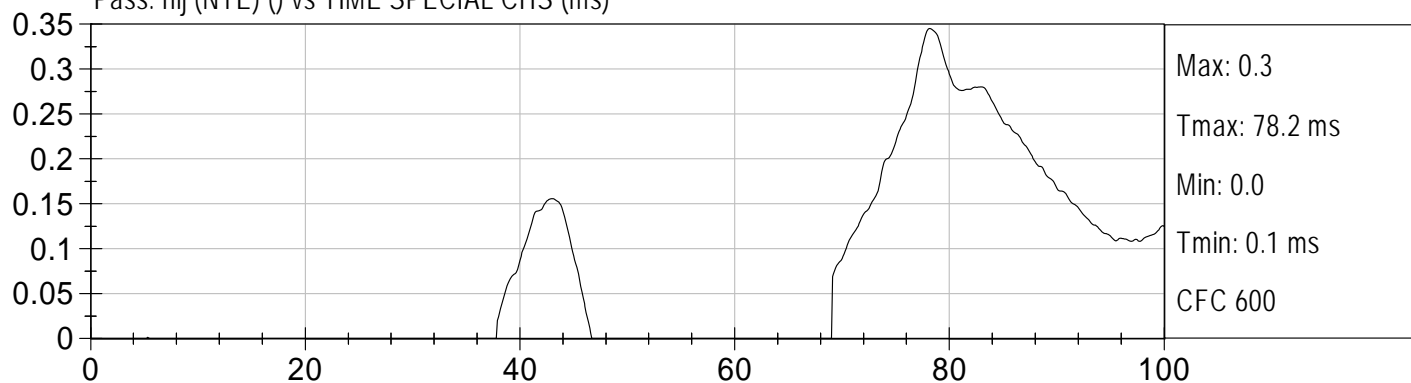




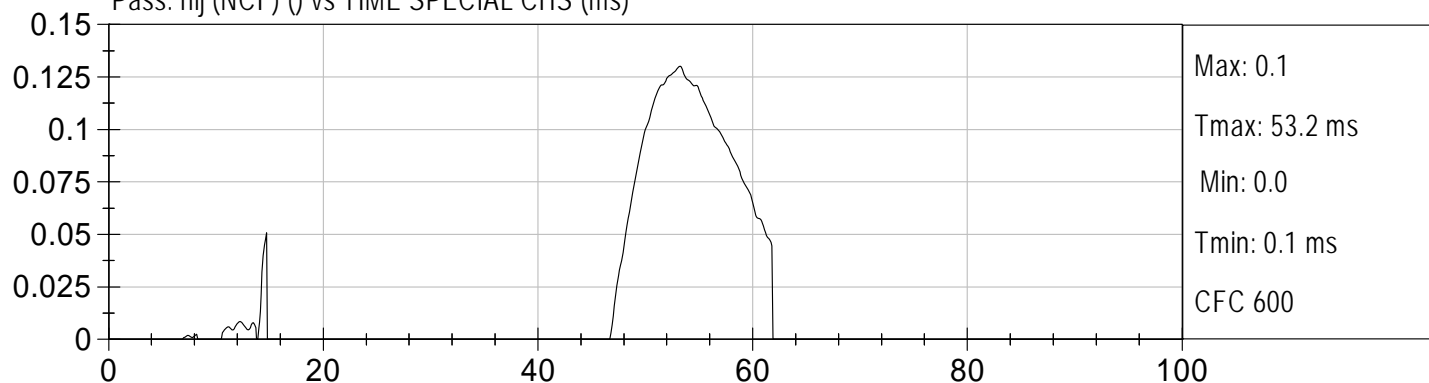
PASS. nij (NTF) () vs TIME SPECIAL CHS (ms)



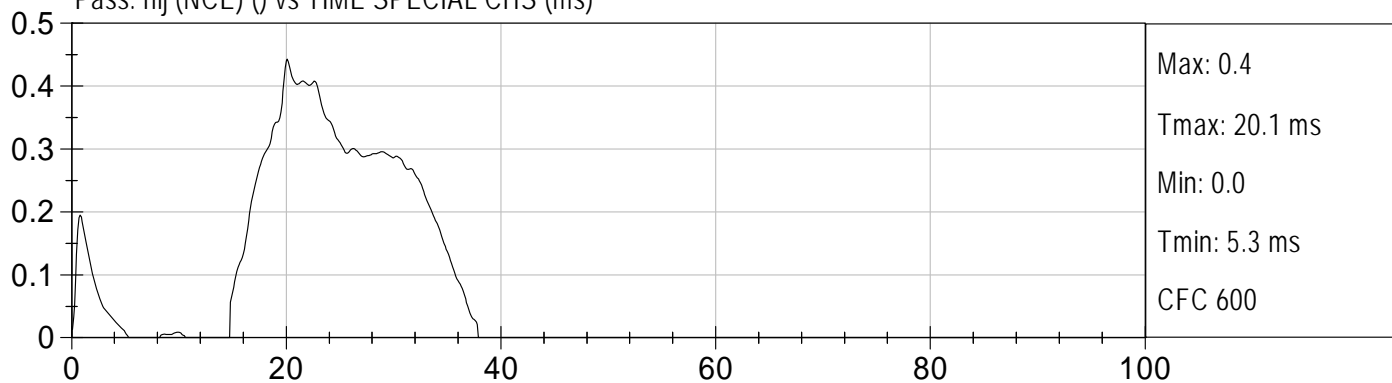
Pass. nij (NTE) () vs TIME SPECIAL CHS (ms)



Pass. nij (NCF) () vs TIME SPECIAL CHS (ms)



Pass. nij (NCE) () vs TIME SPECIAL CHS (ms)



APPENDIX C
CRASH TEST PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

		<u>Page No.</u>
Photo No. 1.	Vehicle Certification Label	C-1
Photo No. 2.	Tire Placard	C-2
Photo No. 3.	Pre-Test Front View of Test Vehicle	C-3
Photo No. 4.	Post-Test Front View of Test Vehicle	C-4
Photo No. 5.	Pre-Test Left Side View of Test Vehicle	C-5
Photo No. 6.	Post-Test Left Side View of Test Vehicle	C-6
Photo No. 7.	Pre-Test Right Side View of Test Vehicle	C-7
Photo No. 8.	Post-Test Right Side View of Test Vehicle	C-8
Photo No. 9.	Pre-Test Right Front Three-Quarter View of Test Vehicle	C-9
Photo No. 10.	Post-Test Right Front Three-Quarter View of Test Vehicle	C-10
Photo No. 11.	Pre-Test Left Front Three-Quarter View of Test Vehicle	C-11
Photo No. 12.	Post-Test Left Front Three-Quarter View of Test Vehicle	C-12
Photo No. 13.	Pre-Test Right Rear Three-Quarter View of Test Vehicle	C-13
Photo No. 14.	Post-Test Right Rear Three-Quarter View of Test Vehicle	C-14
Photo No. 15.	Pre-Test Left Rear Three-Quarter View of Test Vehicle	C-15
Photo No. 16.	Post-Test Left Rear Three-Quarter View of Test Vehicle	C-16
Photo No. 17.	Pre-Test Rear View of Test Vehicle	C-17
Photo No. 18.	Post-Test Rear View of Test Vehicle	C-18
Photo No. 19.	Pre-Test Windshield View	C-19
Photo No. 20.	Post-Test Windshield View	C-20
Photo No. 21.	Pre-Test Engine Compartment View	C-21
Photo No. 22.	Post-Test Engine Compartment View	C-22
Photo No. 23.	Pre-Test Fuel Filler Cap View	C-23
Photo No. 24.	Post-Test Fuel Filler Cap View	C-24
Photo No. 25.	Pre-Test Front Underbody View	C-25

	<u>Page No.</u>
Photo No. 26. Post-Test Front Underbody View	C-26
Photo No. 27. Pre-Test Mid Underbody View	C-27
Photo No. 28. Post-Test Mid Underbody View	C-28
Photo No. 29. Pre-Test Rear Underbody View	C-29
Photo No. 30. Post-Test Rear Underbody View	C-30
Photo No. 31. Pre-Test Driver Dummy Front View (head position)	C-31
Photo No. 32. Post-Test Driver Dummy Front View (head position)	C-32
Photo No. 33. Pre-Test Driver Dummy Position Left Side View	C-33
Photo No. 34. Post-Test Driver Dummy Position Left Side View	C-34
Photo No. 35. Pre-Test Driver Dummy Position Left Side View (Door Open)	C-35
Photo No. 36. Post-Test Driver Dummy Position Left Side View (Door Open)	C-36
Photo No. 37. Pre-Test Driver Dummy Seat Position	C-37
Photo No. 38. Post-Test Driver Dummy Seat Position	C-38
Photo No. 39. Pre-Test Driver Dummy Feet Position	C-39
Photo No. 40. Post-Test Driver Dummy Feet Position	C-40
Photo No. 41. Pre-Test Driver Side Knee Bolster View	C-41
Photo No. 42. Post-Test Driver Side Knee Bolster View	C-42
Photo No. 43. Post-Test Driver Dummy Airbag Contact	C-43
Photo No. 44. Post-Test Driver Dummy Head Contact (Windshield)	C-44
Photo No. 45. Post-Test Driver Dummy Knee Contact	C-45
Photo No. 46. Pre-Test Passenger Dummy Front View (head position)	C-46
Photo No. 47. Post-Test Passenger Dummy Front View (head position)	C-47
Photo No. 48. Pre-Test Passenger Dummy Position Right Side View (Door Open)	C-48
Photo No. 49. Post-Test Passenger Dummy Position Right Side View (Door Open)	C-49
Photo No. 50. Pre-Test Passenger Dummy Seat Position	C-50
Photo No. 51. Post-Test Passenger Dummy Seat Position	C-51
Photo No. 52. Pre-Test Passenger Dummy Feet Position	C-52

	<u>Page No.</u>
Photo No. 53. Post-Test Passenger Dummy Feet Position	C-53
Photo No. 54. Pre-Test Passenger Side Knee Bolster View	C-54
Photo No. 55. Post-Test Passenger Side Knee Bolster View	C-55
Photo No. 56. Post-Test Passenger Dummy Airbag Contact	C-56
Photo No. 57. Post-Test Passenger Dummy Head Contact View (Headrest)	C-57
Photo No. 58. Post-Test Passenger Dummy Knee Contact	C-58
Photo No. 59. Post-Test Passenger Dummy Knee Contact (Close-up)	C-59
Photo No. 60. Rollover 90 Degrees	C-60
Photo No. 61. Rollover 180 Degrees	C-61
Photo No. 62. Rollover 270 Degrees	C-62
Photo No. 63. Rollover 360 Degrees	C-63
Photo No. 64. Temperature Plot	C-64
Photo No. 65. Vehicle in Relation to The Load Cell Grid	C-65

C-1.



MFD. BY MITSUBISHI MOTORS CORPORATION, JAPAN
GVWR 4079LBS/ 1850KG OCT 2007
GAWR FR 2227LBS/1010KG GAWR RR 2007LBS/ 910KG
THIS VEHICLE CONFORMS TO ALL APPLICABLE
FEDERAL MOTOR VEHICLE SAFETY, BUMPER, AND
THEFT PREVENTION STANDARDS IN EFFECT ON
THE DATE OF MANUFACTURE SHOWN ABOVE.
JA3AU16U48U037399
VEHICLE TYPE: PASSENGER CAR MU000883

Vehicle Certification Label



Tire Placard



Pre-Test Front View of Test Vehicle



Post-Test Front View of Test Vehicle



Pre-Test Left Side View of Test Vehicle



Post-Test Left Side View of Test Vehicle



Pre-Test Right Side View of Test Vehicle



Post-Test Right Side View of Test Vehicle



Pre-Test Right Front Three-Quarter View of Test Vehicle



Post-Test Right Front Three-Quarter View of Test Vehicle



Pre-Test Left Front Three-Quarter View of Test Vehicle



Post-Test Left Front Three-Quarter View of Test Vehicle



Pre-Test Right Rear Three-Quarter View of Test Vehicle



Post-Test Right Rear Three-Quarter View of Test Vehicle



Pre-Test Left Rear Three-Quarter View of Test Vehicle



Post-Test Left Rear Three-Quarter View of Test Vehicle



Pre-Test Rear View of Test Vehicle



Post-Test Rear View of Test Vehicle



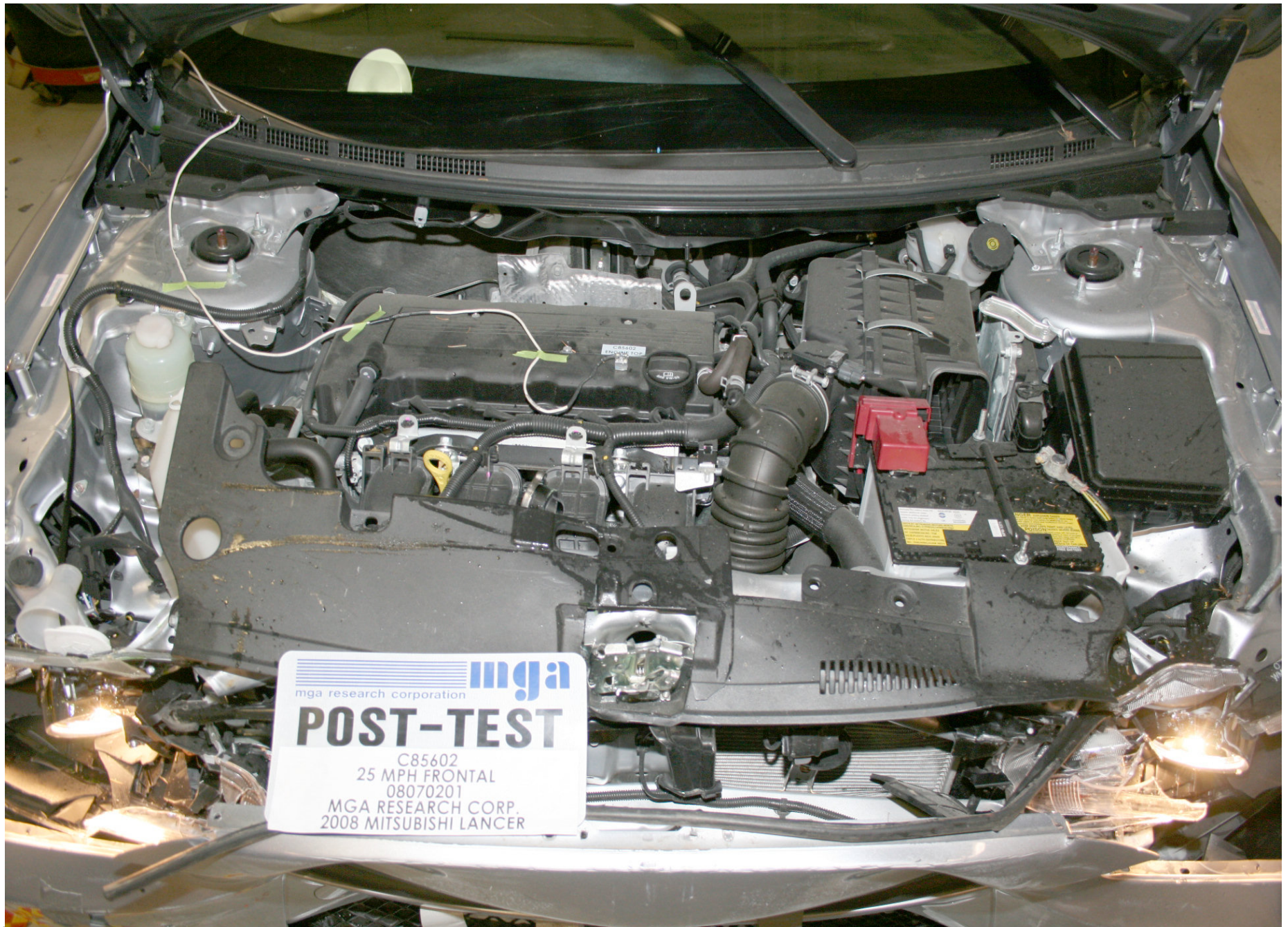
Pre-Test Windshield View



Post-Test Windshield View



Pre-Test Engine Compartment View



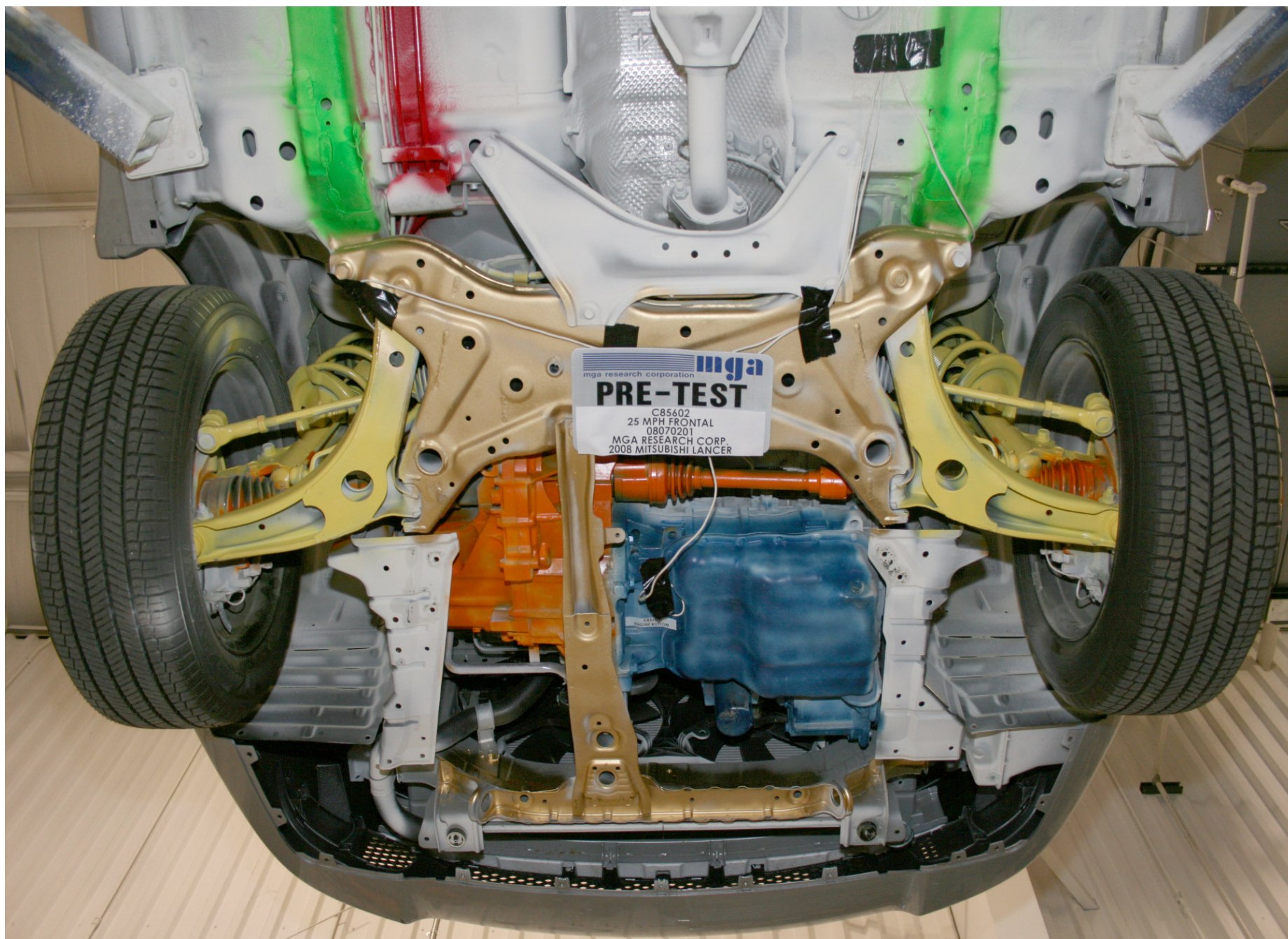
Post-Test Engine Compartment View



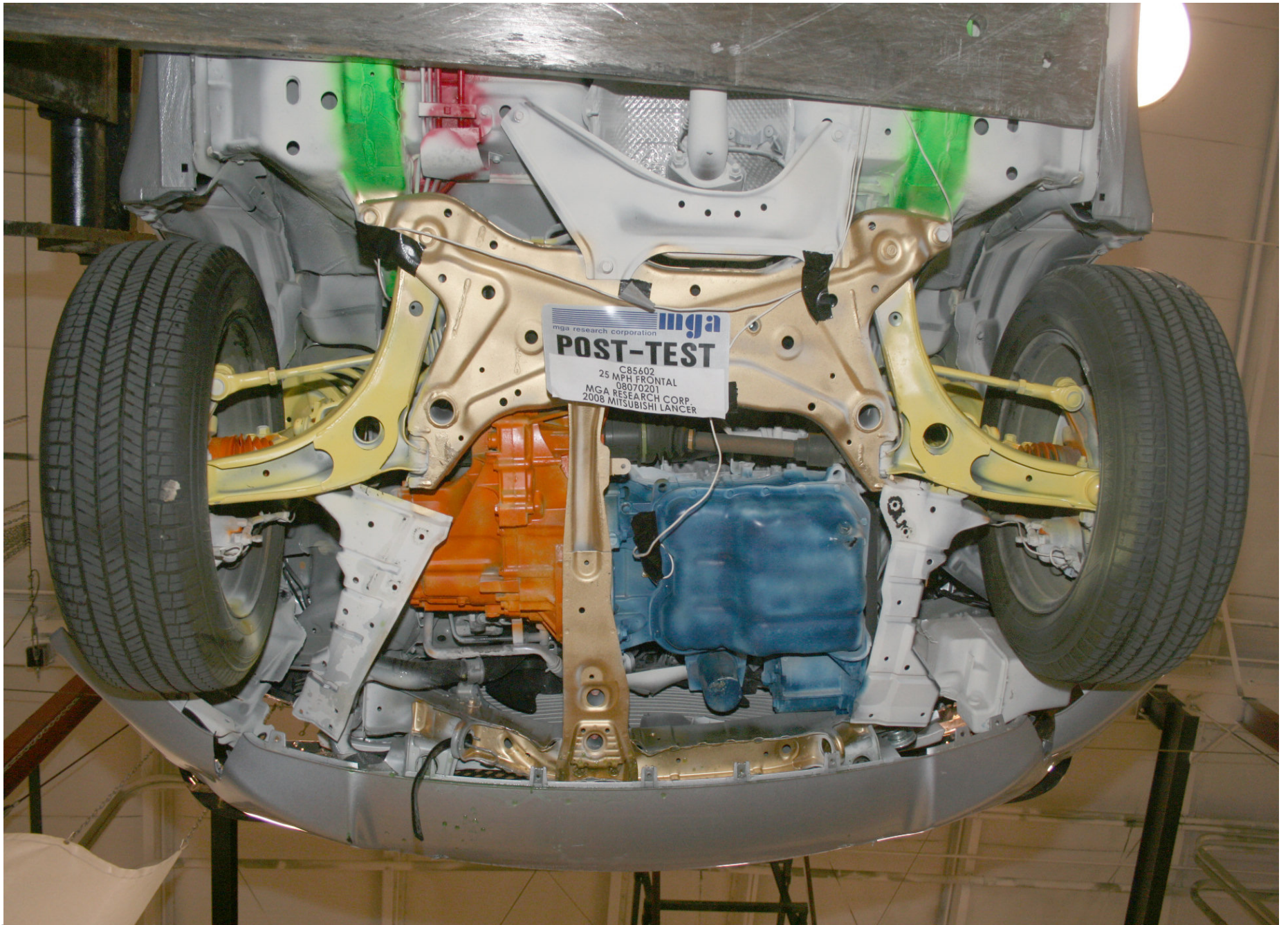
Pre-Test Fuel Filler Cap View



Post-Test Fuel Filler Cap View



Pre-Test Front Underbody View



Post-Test Front Underbody View



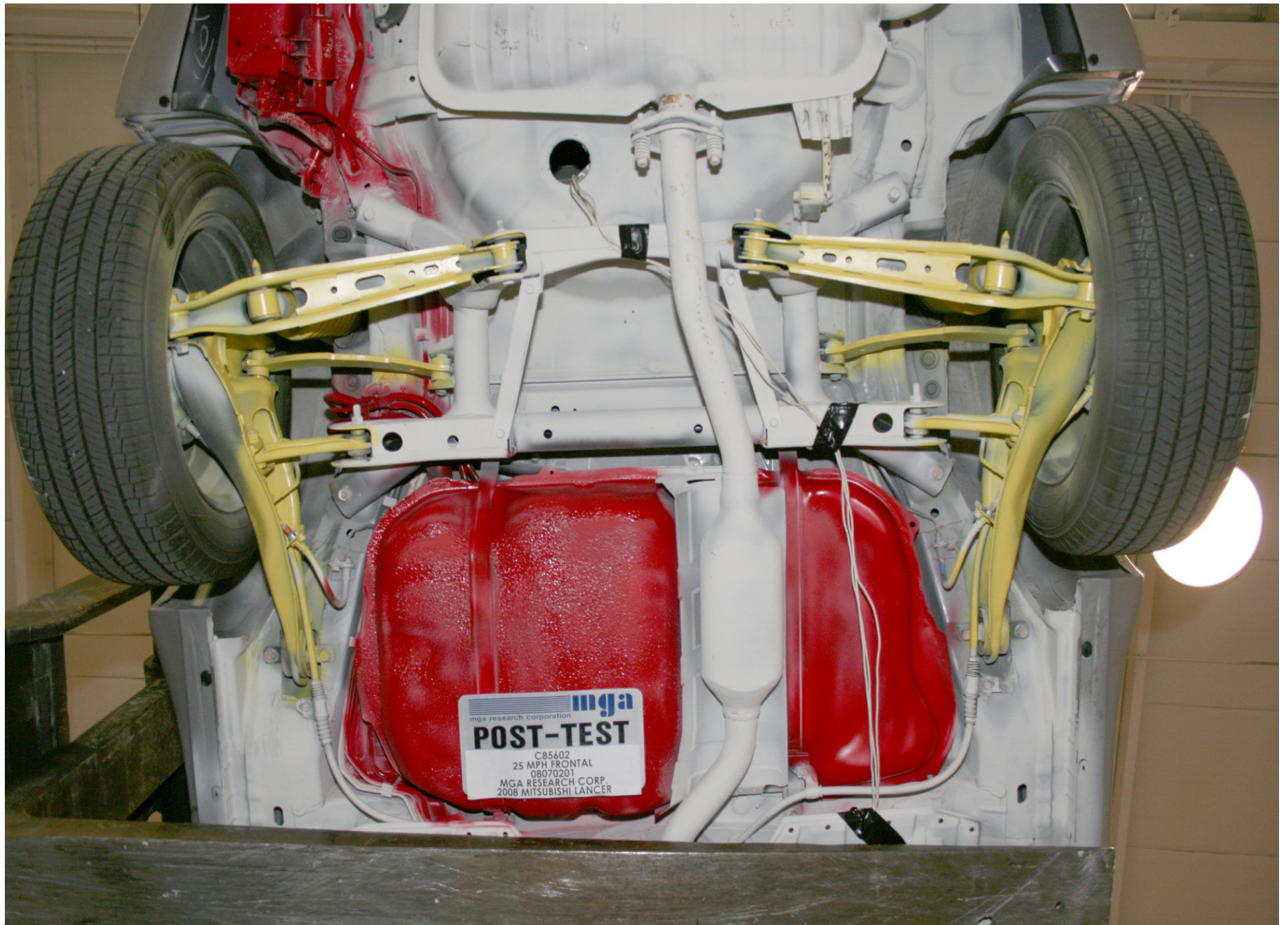
Pre-Test Mid Underbody View



Post-Test Mid Underbody View



Pre-Test Rear Underbody View



Post-Test Rear Underbody View

C-31.



Pre-Test Driver Dummy Front View (head position)



Post-Test Driver Dummy Front View (head position)



Pre-Test Driver Dummy Position Left Side View



Post-Test Driver Dummy Position Left Side View



Pre-Test Driver Dummy Position Left Side View (Door Open)



Post-Test Driver Dummy Position Left Side View (Door Open)



Pre-Test Driver Dummy Seat Position



Post-Test Driver Dummy Seat Position



Pre-Test Driver Dummy Feet Position



Post-Test Driver Dummy Feet Position



Pre-Test Driver Side Knee Bolster View



Post-Test Driver Side Knee Bolster View

C-43.



Post-Test Driver Dummy Airbag Contact

C-44.



Post-Test Driver Dummy Head Contact (Windshield)



Post-Test Driver Dummy Knee Contact



Pre-Test Passenger Dummy Front View (head position)



Post-Test Passenger Dummy Front View (head position)



Pre-Test Passenger Dummy Position Right Side View (Door Open)



Post-Test Passenger Dummy Position Right Side View (Door Open)



Pre-Test Passenger Dummy Seat Position



Post-Test Passenger Dummy Seat Position



Pre-Test Passenger Dummy Feet Position



Post-Test Passenger Dummy Feet Position



Pre-Test Passenger Side Knee Bolster View



Post-Test Passenger Side Knee Bolster View



Post-Test Passenger Dummy Airbag Contact



Post-Test Passenger Dummy Head Contact View (Headrest)

C-58.



Post-Test Passenger Dummy Knee Contact

C-59.

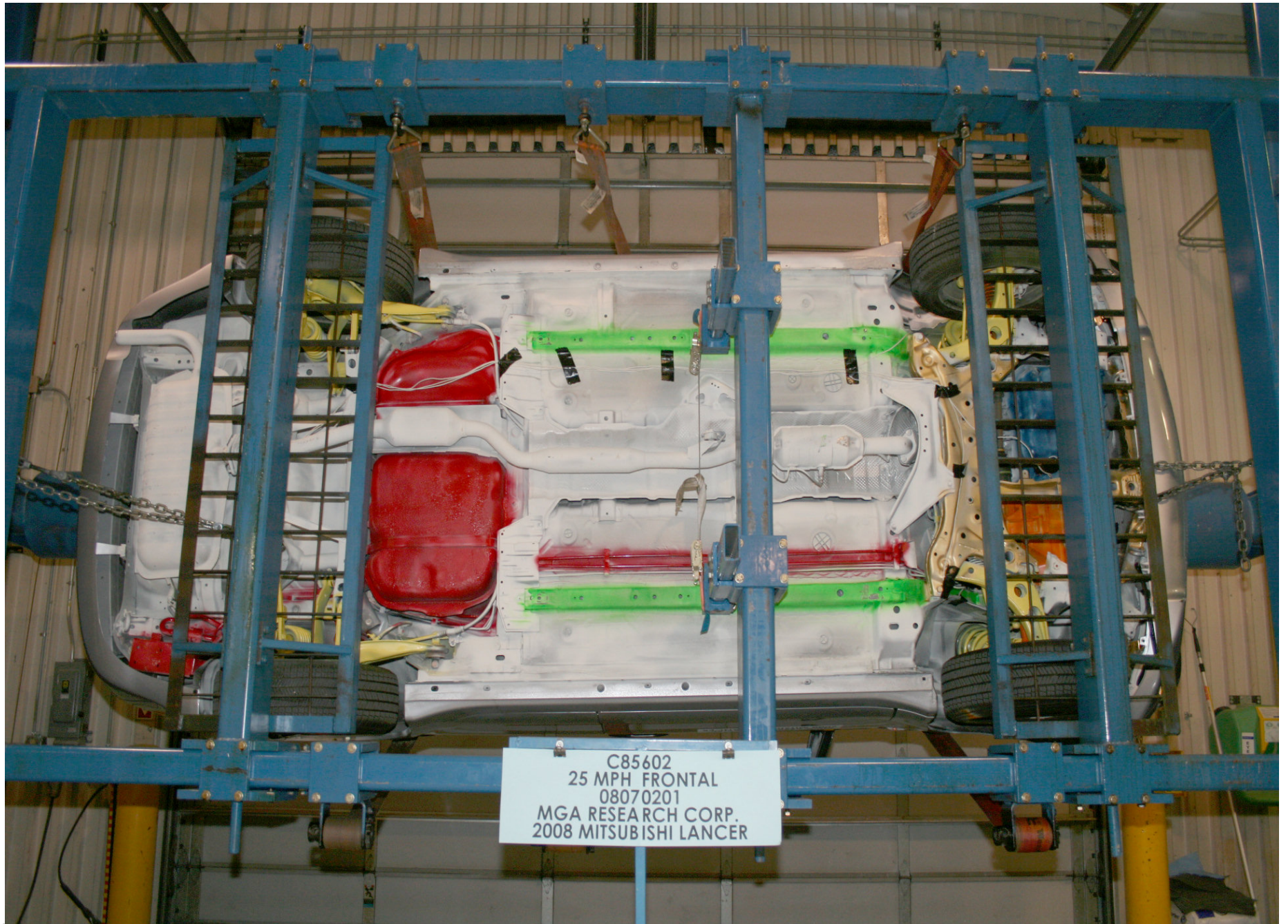


Post-Test Passenger Dummy Knee Contact (Close-up)

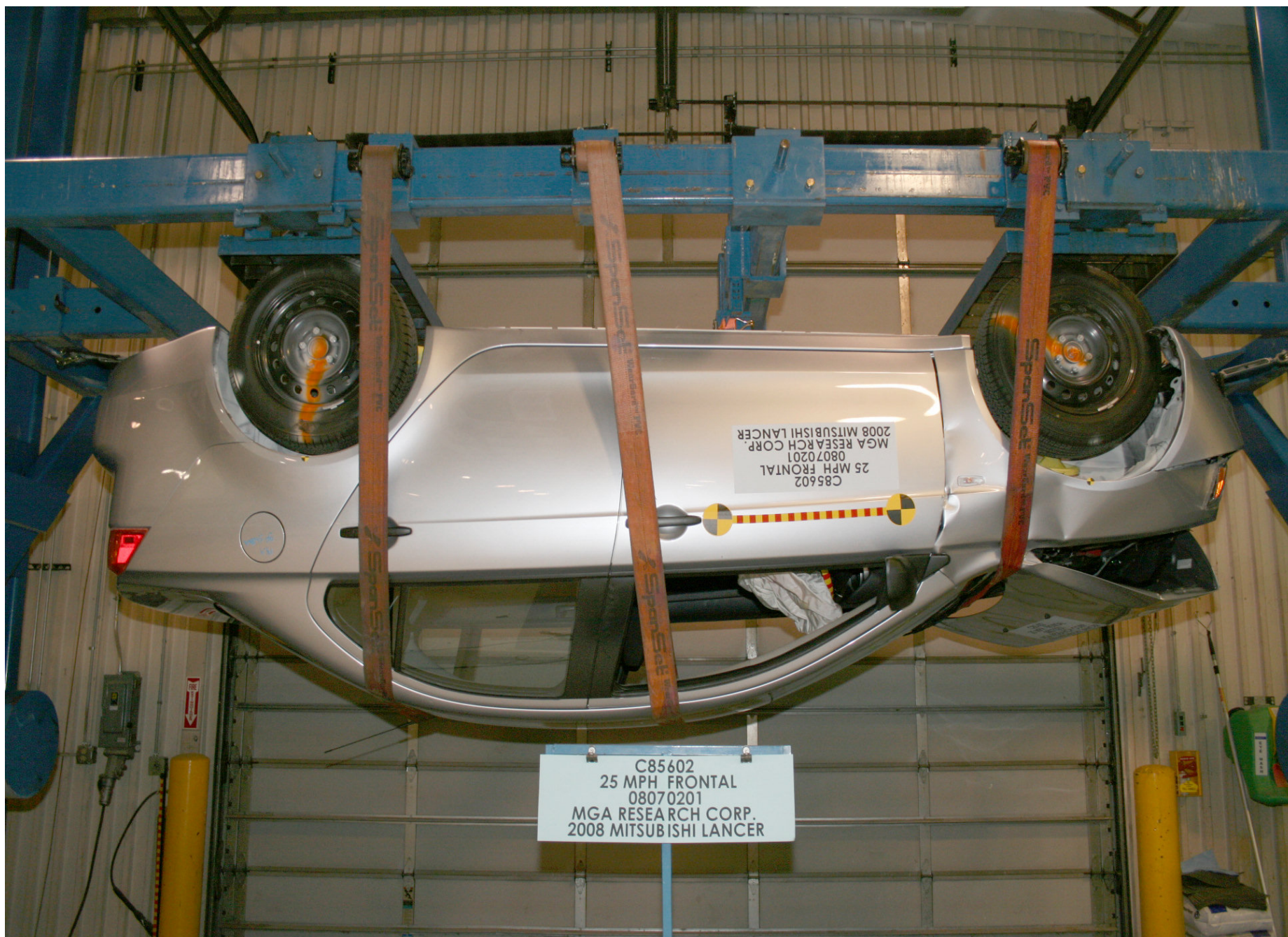


Rollover 90 Degrees

C-61.



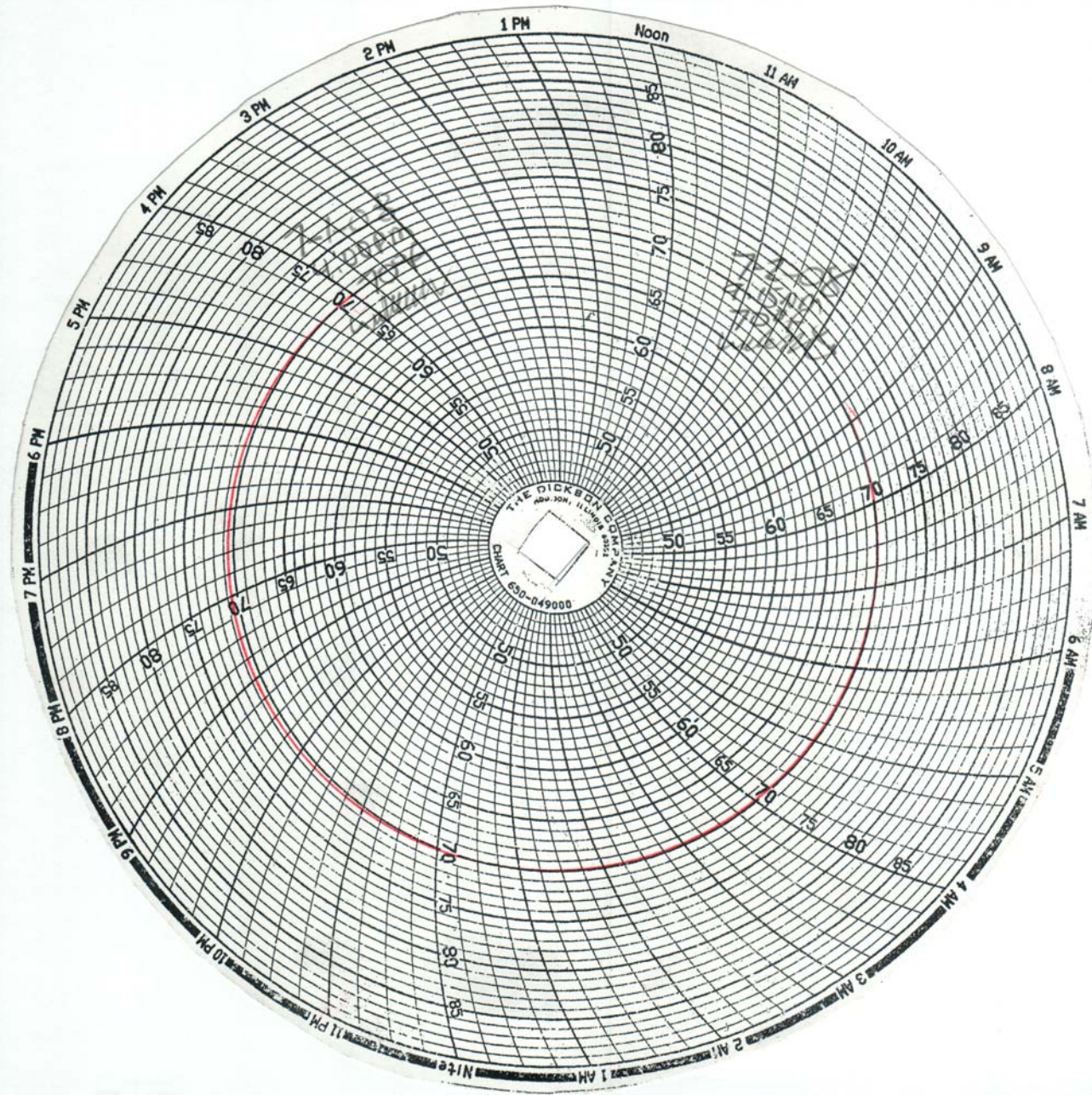
Rollover 180 Degrees



Rollover 270 Degrees



Rollover 360 Degrees



Temperature Plot

C-65.



Vehicle in Relation to The Load Cell Grid

APPENDIX D
LOW RISK PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

	<u>Page No.</u>
Photo No. 1. Pre-Test 5 th Fem. P1 Driver Dummy Left Side View	D-1
Photo No. 2. Post-Test 5 th Fem. P1 Driver Dummy Left Side View	D-2
Photo No. 3. Pre-Test 5 th Fem. P1 Driver Dummy Right Side View	D-3
Photo No. 4. Post-Test 5 th Fem. P1 Driver Dummy Right Side View	D-4
Photo No. 5. Post-Test 5 th Fem. P1 Driver Dummy Airbag Left Side View	D-5
Photo No. 6. Post-Test 5 th Fem. P1 Driver Dummy Airbag Right Side View	D-6
Photo No. 7. Post-Test 5 th Fem. P1 Driver Dummy Head Contact (headrest)	D-7
Photo No. 8. Pre-Test 5 th Fem. P2 Driver Dummy Left Side View	D-8
Photo No. 9. Post-Test 5 th Fem. P2 Driver Dummy Left Side View	D-9
Photo No. 10. Pre-Test 5 th Fem. P2 Driver Dummy Right Side View	D-10
Photo No. 11. Post-Test 5 th Fem. P2 Driver Dummy Right Side View	D-11
Photo No. 12. Post-Test 5 th Fem. P2 Driver Dummy Airbag Left Side View	D-12
Photo No. 13. Post-Test 5 th Fem. P2 Driver Dummy Airbag Right Side View	D-13
Photo No. 14. Post-Test 5 th Fem. P2 Driver Dummy Head Contact (header and visor)	D-14
Photo No. 15. Pre-Test 6YO P1 Passenger Dummy Left Side View	D-15
Photo No. 16. Post-Test 6YO P1 Passenger Dummy Left Side View	D-16
Photo No. 17. Pre-Test 6YO P1 Passenger Dummy Right Side View	D-17
Photo No. 18. Post-Test 6YO P1 Passenger Dummy Right Side View	D-18
Photo No. 19. Post-Test 6YO P1 Passenger Dummy Airbag Left Side View	D-19
Photo No. 20. Post-Test 6YO P1 Passenger Dummy Airbag Right Side View	D-20
Photo No. 21. Pre-Test 6YO P2 Passenger Dummy Left Side View	D-21
Photo No. 22. Post-Test 6YO P2 Passenger Dummy Left Side View	D-22
Photo No. 23. Pre-Test 6YO P2 Passenger Dummy Right Side View	D-23
Photo No. 24. Post-Test 6YO P2 Passenger Dummy Right Side View	D-24
Photo No. 25. Post-Test 6YO P2 Passenger Dummy Airbag Left Side View	D-25
Photo No. 26. Post-Test 6YO P2 Passenger Dummy Airbag Right Side View	D-26
Photo No. 27. Passenger Geometric Center (2008 Mitsubishi Lancer)	D-27



Pre-Test 5th Fem. P1 Driver Dummy Left Side View



Post-Test 5th Fem. P1 Driver Dummy Left Side View



Pre-Test 5th Fem. P1 Driver Dummy Right Side View



Post-Test 5th Fem. P1 Driver Dummy Right Side View



Post-Test 5th Fem. P1 Driver Dummy Airbag Left Side View



Post-Test 5th Fem. P1 Driver Dummy Airbag Right Side View



Post-Test 5th Fem. P1 Driver Dummy Head Contact (headrest)



Pre-Test 5th Fem. P2 Driver Dummy Left Side View



Post-Test 5th Fem. P2 Driver Dummy Left Side View



Pre-Test 5th Fem. P2 Driver Dummy Right Side View



Post-Test 5th Fem. P2 Driver Dummy Right Side View



Post-Test 5th Fem. P2 Driver Dummy Airbag Left Side View



Post-Test 5th Fem. P2 Driver Dummy Airbag Right Side View



Post-Test 5th Fem. P2 Driver Dummy Head Contact (header and visor)



Pre-Test 6YO P1 Passenger Dummy Left Side View



Post-Test 6YO P1 Passenger Dummy Left Side View



Pre-Test 6YO P1 Passenger Dummy Right Side View



Post-Test 6YO P1 Passenger Dummy Right Side View



Post-Test 6YO P1 Passenger Dummy Airbag Left Side View



Post-Test 6YO P1 Passenger Dummy Airbag Right Side View



Pre-Test 6YO P2 Passenger Dummy Left Side View



Post-Test 6YO P2 Passenger Dummy Left Side View



Pre-Test 6YO P2 Passenger Dummy Right Side View



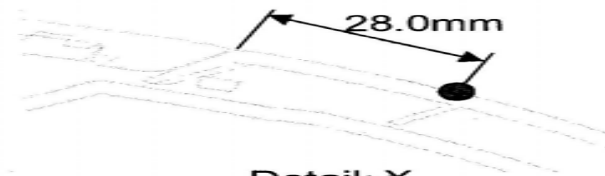
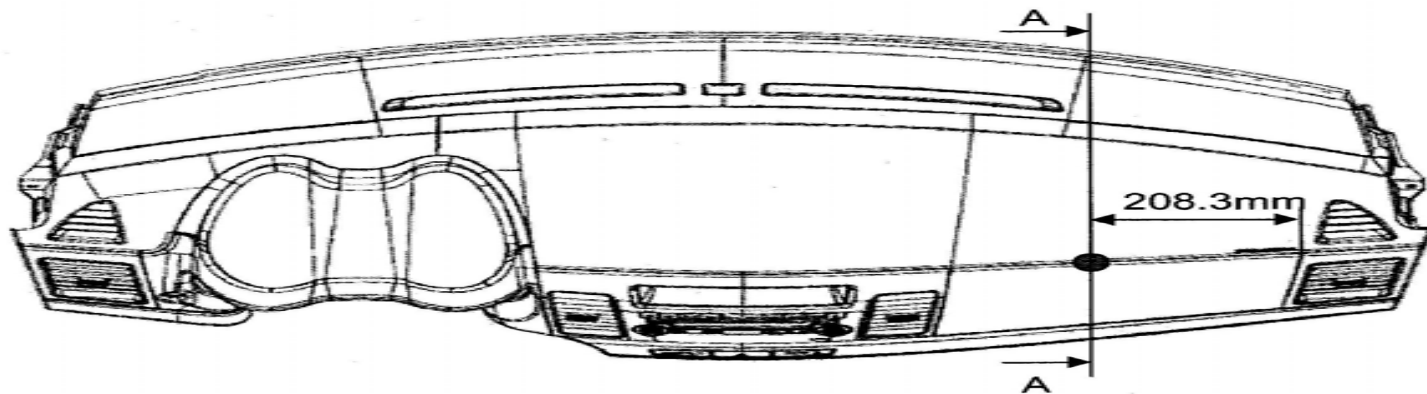
Post-Test 6YO P2 Passenger Dummy Right Side View



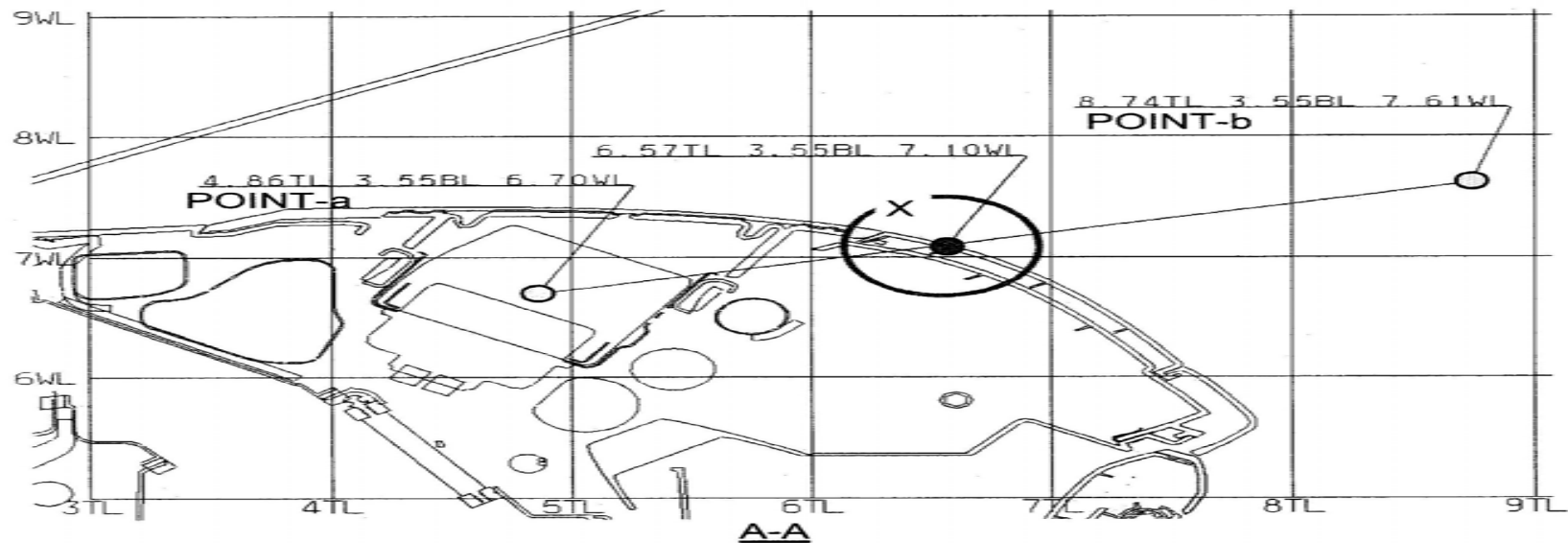
Post-Test 6YO P2 Passenger Dummy Airbag Left Side View



Post-Test 6YO P2 Passenger Dummy Airbag Right Side View



Detail • X



POINT-a • The volumetric center of the smallest volume that
 • • can encompass the folded undeployed air bag.

POINT-b • The volumetric center of the static fully inflated air bag.

APPENDIX E
SUPPRESSION PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

	<u>Page #</u>
Photo No. 1. Cosco Dream Ride Car Bed Belted, Forward Seat Track	E-1
Photo No. 2. Cosco Dream Ride Car Bed Belted, Middle Seat Track	E-1
Photo No. 3. Cosco Dream Ride Car Bed Belted, Rearward Seat Track	E-1
Photo No. 4. Unbelted 5 th Percentile Female Dummy Reactivation, Rearward Seat Track	E-1
Photo No. 5. Britax Handle With Care 191 Belted, Forward Seat Track	E-2
Photo No. 6. Britax Handle With Care 191 Belted, Middle Seat Track	E-2
Photo No. 7. Britax Handle With Care 191 Belted, Rearward Seat Track	E-2
Photo No. 8. Britax Handle With Care 191 Unbelted, Forward Seat Track	E-2
Photo No. 9. Britax Handle With Care 191 Unbelted, Middle Seat Track	E-3
Photo No. 10. Britax Handle With Care 191 Unbelted, Rearward Seat Track	E-3
Photo No. 11. Britax Handle With Care 191 Forward Facing Unbelted, Forward Seat Track	E-3
Photo No. 12. Britax Handle With Care 191 Forward Facing Unbelted, Middle Seat Track	E-3
Photo No. 13. Britax Handle With Care 191 Forward Facing Unbelted, Rearward Seat Track	E-4
Photo No. 14. Unbelted 5 th Percentile Female Dummy Reactivation, Middle Seat Track	E-4
Photo No. 15. Evenflo First Choice 204 Belted, Forward Seat Track	E-5
Photo No. 16. Evenflo First Choice 204 Belted, Middle Seat Track	E-5
Photo No. 17. Evenflo First Choice 204 Belted, Rearward Seat Track	E-5
Photo No. 18. Evenflo First Choice 204 Unbelted, Forward Seat Track	E-5
Photo No. 19. Evenflo First Choice 204 Unbelted, Middle Seat Track	E-6
Photo No. 20. Evenflo First Choice 204 Unbelted, Rearward Seat Track	E-6
Photo No. 21. Evenflo First Choice 204 Forward Facing Unbelted, Forward Seat Track	E-6
Photo No. 22. Evenflo First Choice 204 Forward Facing Unbelted, Middle Seat Track	E-6
Photo No. 23. Evenflo First Choice 204 Forward Facing Unbelted, Rearward Seat Track	E-7
Photo No. 24. Unbelted 5 th Percentile Female Dummy Reactivation, Rearward Seat Track	E-7
Photo No. 25. Graco Infant W/ Base Belted, Forward Seat Track	E-8
Photo No. 26. Graco Infant W/ Base Belted, Middle Seat Track	E-8
Photo No. 27. Graco Infant W/ Base Belted, Rearward Seat Track	E-8
Photo No. 28. Graco Infant W/ Base Unbelted, Forward Seat Track	E-8
Photo No. 29. Graco Infant W/ Base Unbelted, Middle Seat Track	E-9
Photo No. 30. Graco Infant W/ Base Unbelted, Rearward Seat Track	E-9
Photo No. 31. Graco Infant W/ Base Forward Facing Unbelted, Forward Seat Track	E-9
Photo No. 32. Graco Infant W/ Base Forward Facing Unbelted, Middle Seat Track	E-9
Photo No. 33. Graco Infant W/ Base Forward Facing Unbelted, Rearward Seat Track	E-10

		<u>Page #</u>
Photo No. 34.	Graco Infant W/O Base Belted, Forward Seat Track	E-10
Photo No. 35.	Graco Infant W/O Base Belted, Middle Seat Track	E-10
Photo No. 36.	Graco Infant W/O Base Belted, Rearward Seat Track	E-10
Photo No. 37.	Graco Infant W/O Base Unbelted, Forward Seat Track	E-11
Photo No. 38.	Graco Infant W/O Base Unbelted, Middle Seat Track	E-11
Photo No. 39.	Graco Infant W/O Base Unbelted, Rearward Seat Track	E-11
Photo No. 40.	Graco Infant W/O Base Forward Facing Unbelted, Forward Seat Track	E-11
Photo No. 41.	Graco Infant W/O Base Forward Facing Unbelted, Middle Seat Track	E-12
Photo No. 42.	Graco Infant W/O Base Forward Facing Unbelted, Rearward Seat Track	E-12
Photo No. 43.	Unbelted 5 th Percentile Female Dummy Reactivation, Forward Seat Track	E-12
Photo No. 44.	Britax Roundabout 161 Forward Facing Belted, Forward Seat Track	E-13
Photo No. 45.	Britax Roundabout 161 Forward Facing Belted, Middle Seat Track	E-13
Photo No. 46.	Britax Roundabout 161 Forward Facing Belted, Rearward Seat Track	E-13
Photo No. 47.	Britax Roundabout 161 Forward Facing Unbelted, Forward Seat Track	E-13
Photo No. 48.	Britax Roundabout 161 Forward Facing Unbelted, Middle Seat Track	E-14
Photo No. 49.	Britax Roundabout 161 Forward Facing Unbelted, Rearward Seat Track	E-14
Photo No. 50.	Britax Roundabout 161 Rear Facing Belted, Forward Seat Track	E-14
Photo No. 51.	Britax Roundabout 161 Rear Facing Belted, Middle Seat Track	E-14
Photo No. 52.	Britax Roundabout 161 Rear Facing Belted, Rearward Seat Track	E-15
Photo No. 53.	Britax Roundabout 161 Rear Facing Unbelted, Forward Seat Track	E-15
Photo No. 54.	Britax Roundabout 161 Rear Facing Unbelted, Middle Seat Track	E-15
Photo No. 55.	Britax Roundabout 161 Rear Facing Unbelted, Rearward Seat Track	E-15
Photo No. 56.	Unbelted 5 th Percentile Female Dummy Reactivation, Rearward Seat Track	E-16
Photo No. 57.	Century Encore Forward Facing Belted, Forward Seat Track	E-17
Photo No. 58.	Century Encore Forward Facing Belted, Middle Seat Track	E-17
Photo No. 59.	Century Encore Forward Facing Belted, Rearward Seat Track	E-17
Photo No. 60.	Century Encore Forward Facing Unbelted, Forward Seat Track	E-17
Photo No. 61.	Century Encore Forward Facing Unbelted, Middle Seat Track	E-18
Photo No. 62.	Century Encore Forward Facing Unbelted, Rearward Seat Track	E-18
Photo No. 63.	Century Encore Rear Facing Belted, Forward Seat Track	E-18
Photo No. 64.	Century Encore Rear Facing Belted, Middle Seat Track	E-18
Photo No. 65.	Century Encore Rear Facing Belted, Rearward Seat Track	E-19
Photo No. 66.	Century Encore Rear Facing Unbelted, Forward Seat Track	E-19
Photo No. 67.	Century Encore Rear Facing Unbelted, Middle Seat Track	E-19
Photo No. 68.	Century Encore Rear Facing Unbelted, Rearward Seat Track	E-19

	<u>Page #</u>
Photo No. 69. Unbelted 5 th Percentile Female Dummy Reactivation, Forward Seat Track	E-20
Photo No. 70. Evenflo Medallion 254 Forward Facing Belted, Forward Seat Track	E-21
Photo No. 71. Evenflo Medallion 254 Forward Facing Belted, Middle Seat Track	E-21
Photo No. 72. Evenflo Medallion 254 Forward Facing Belted, Rearward Seat Track	E-21
Photo No. 73. Evenflo Medallion 254 Forward Facing Unbelted, Forward Seat Track	E-21
Photo No. 74. Evenflo Medallion 254 Forward Facing Unbelted, Middle Seat Track	E-22
Photo No. 75. Evenflo Medallion 254 Forward Facing Unbelted, Rearward Seat Track	E-22
Photo No. 76. Evenflo Medallion 254 Rear Facing Belted, Forward Seat Track	E-22
Photo No. 77. Evenflo Medallion 254 Rear Facing Belted, Middle Seat Track	E-22
Photo No. 78. Evenflo Medallion 254 Rear Facing Belted, Rearward Seat Track	E-23
Photo No. 79. Evenflo Medallion 254 Rear Facing Unbelted, Forward Seat Track	E-23
Photo No. 80. Evenflo Medallion 254 Rear Facing Unbelted, Middle Seat Track	E-23
Photo No. 81. Evenflo Medallion 254 Rear Facing Unbelted, Rearward Seat Track	E-23
Photo No. 82. Unbelted 5 th Percentile Female Dummy Reactivation, Middle Seat Track	E-24
Photo No. 83. 3-Year-Old Forward Facing Britax Roundabout Belted, Forward Seat Track	E-25
Photo No. 84. 3-Year-Old Forward Facing Britax Roundabout Belted, Middle Seat Track	E-25
Photo No. 85. 3-Year-Old Forward Facing Britax Roundabout Belted, Rearward Seat Track	E-25
Photo No. 86. Unbelted 5 th Percentile Female Dummy Reactivation, Rearward Seat Track	E-25
Photo No. 87. 3-Year-Old Forward Facing Century Encore Belted, Forward Seat Track	E-26
Photo No. 88. 3-Year-Old Forward Facing Century Encore Belted, Middle Seat Track	E-26
Photo No. 89. 3-Year-Old Forward Facing Century Encore Belted, Rearward Seat Track	E-26
Photo No. 90. Unbelted 5 th Percentile Female Dummy Reactivation, Forward Seat Track	E-26
Photo No. 91. 3-Year-Old Forward Facing Evenflo Medallion Belted, Forward Seat Track	E-27
Photo No. 92. 3-Year-Old Forward Facing Evenflo Medallion Belted, Middle Seat Track	E-27
Photo No. 93. 3-Year-Old Forward Facing Evenflo Medallion Belted, Rearward Seat Track	E-27
Photo No. 94. Unbelted 5 th Percentile Female Dummy Reactivation, Middle Seat Track	E-27
Photo No. 95. 3-Year-Old Century Next Step Belted, Forward Seat Track	E-28
Photo No. 96. 3-Year-Old Century Next Step Belted, Middle Seat Track	E-28
Photo No. 97. 3-Year-Old Century Next Step Belted, Rearward Seat Track	E-28
Photo No. 98. 3-Year-Old Century Next Step Cinched With Harness, Forward Seat Track	E-28
Photo No. 99. 3-Year-Old Century Next Step Cinched With Harness, Middle Seat Track	E-29
Photo No. 100. 3-Year-Old Century Next Step Cinched With Harness, Rearward Seat Track	E-29
Photo No. 101. Unbelted 5 th Percentile Female Dummy Reactivation, Rearward Seat Track	E-29
Photo No. 102. 3-Year-Old Cosco High Back Booster Belted, Forward Seat Track	E-30
Photo No. 103. 3-Year-Old Cosco High Back Booster Belted, Middle Seat Track	E-30

	<u>Page #</u>
Photo No. 104. 3-Year-Old Cosco High Back Booster Belted, Rearward Seat Track	E-30
Photo No. 105. 3-Year-Old Cosco High Back Booster Cinched With Harness, Forward Seat Track	E-30
Photo No. 106. 3-Year-Old Cosco High Back Booster Cinched With Harness, Middle Seat Track	E-31
Photo No. 107. 3-Year-Old Cosco High Back Booster Cinched With Harness, Rearward Seat Track	E-31
Photo No. 108. Unbelted 5 th Percentile Female Dummy Reactivation, Forward Seat Track	E-31
Photo No. 109. 3-Year-Old Unbelted, Forward Seat Track, Position 1	E-32
Photo No. 110. 3-Year-Old Unbelted, Forward Seat Track, Position 2	E-32
Photo No. 111. 3-Year-Old Unbelted, Forward Seat Track, Position 3	E-32
Photo No. 112. 3-Year-Old Unbelted, Forward Seat Track, Position 4	E-32
Photo No. 113. 3-Year-Old Unbelted, Forward Seat Track, Position 5	E-33
Photo No. 114. 3-Year-Old Unbelted, Forward Seat Track, Position 6	E-33
Photo No. 115. 3-Year-Old Unbelted, Forward Seat Track, Position 7	E-33
Photo No. 116. 3-Year-Old Unbelted, Middle Seat Track, Position 1	E-33
Photo No. 117. 3-Year-Old Unbelted, Middle Seat Track, Position 2	E-34
Photo No. 118. 3-Year-Old Unbelted, Middle Seat Track, Position 3	E-34
Photo No. 119. 3-Year-Old Unbelted, Middle Seat Track, Position 4	E-34
Photo No. 120. 3-Year-Old Unbelted, Middle Seat Track, Position 5	E-34
Photo No. 121. 3-Year-Old Unbelted, Middle Seat Track, Position 6	E-35
Photo No. 122. 3-Year-Old Unbelted, Middle Seat Track, Position 7	E-35
Photo No. 123. 3-Year-Old Unbelted, Rearward Seat Track, Position 1	E-35
Photo No. 124. 3-Year-Old Unbelted, Rearward Seat Track, Position 2	E-35
Photo No. 125. 3-Year-Old Unbelted, Rearward Seat Track, Position 3	E-36
Photo No. 126. 3-Year-Old Unbelted, Rearward Seat Track, Position 4	E-36
Photo No. 127. 3-Year-Old Unbelted, Rearward Seat Track, Position 5	E-36
Photo No. 128. 3-Year-Old Unbelted, Rearward Seat Track, Position 6	E-36
Photo No. 129. 3-Year-Old Unbelted, Rearward Seat Track, Position 7	E-37
Photo No. 130. Unbelted 5 th Percentile Female Dummy Reactivation, Middle Seat Track	E-37

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

Newborn

Section A

Car Bed



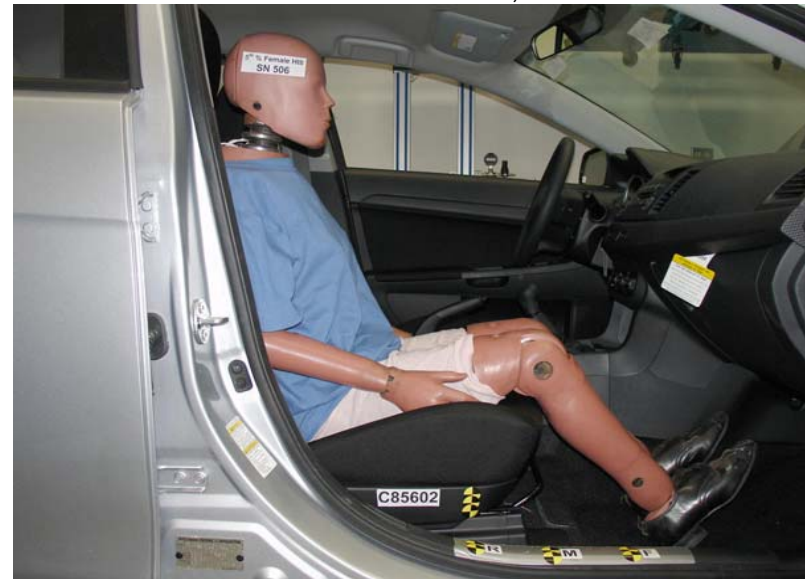
Cosco Dream Ride Car Bed Belted, Forward Seat Track



Cosco Dream Ride Car Bed Belted, Middle Seat Track



Cosco Dream Ride Car Bed Belted, Rearward Seat Track



Unbelted 5th Percentile Female Dummy Reactivation,
Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

12 Month

Section B

Rear Facing CRS



Britax Handle With Care 191 Belted, Forward Seat Track



Britax Handle With Care 191 Belted, Middle Seat Track



Britax Handle With Care 191 Belted, Rearward Seat Track



Britax Handle With Care 191 Unbelted, Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

12 Month

Section B

Rear Facing CRS



Britax Handle With Care 191 Unbelted, Middle Seat Track



Britax Handle With Care 191 Unbelted, Rearward Seat Track



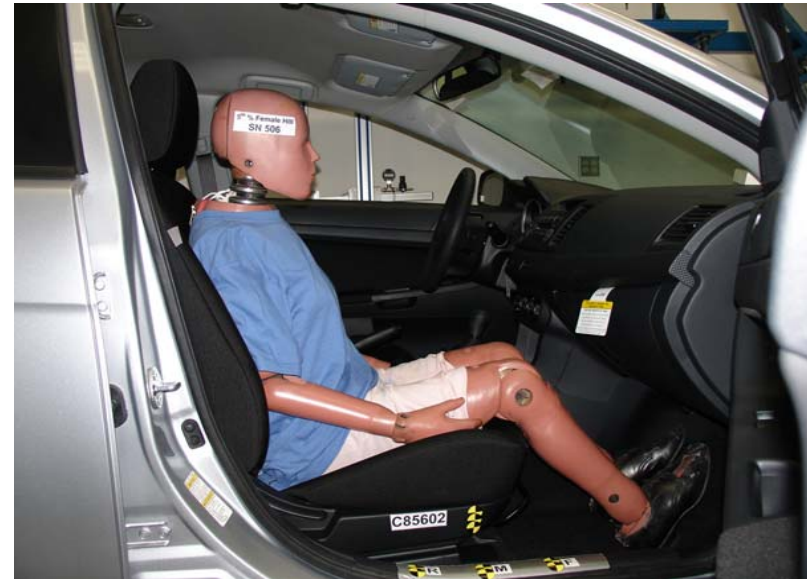
Britax Handle With Care 191 Forward Facing Unbelted,
Forward Seat Track



Britax Handle With Care 191 Forward Facing Unbelted,
Middle Seat Track



Britax Handle With Care 191 Forward Facing Unbelted,
Rearward Seat Track



Unbelted 5th Percentile Female Dummy Reactivation,
Middle Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

12 Month

Section B

Rear Facing CRS



Evenflo First Choice 204 Belted, Forward Seat Track



Evenflo First Choice 204 Belted, Middle Seat Track



Evenflo First Choice 204 Belted, Rearward Seat Track



Evenflo First Choice 204 Unbelted, Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

12 Month

Section B

Rear Facing CRS



Evenflo First Choice 204 Unbelted, Middle Seat Track



Evenflo First Choice 204 Unbelted, Rearward Seat Track



Evenflo First Choice 204 Forward Facing Unbelted,
Forward Seat Track



Evenflo First Choice 204 Forward Facing Unbelted,
Middle Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

12 Month

Section B

Rear Facing CRS



Evenflo First Choice 204 Forward Facing Unbelted,
Rearward Seat Track



Unbelted 5th Percentile Female Dummy Reactivation,
Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

12 Month

Section B

Rear Facing CRS



Graco Infant W/ Base Belted, Forward Seat Track



Graco Infant W/ Base Belted, Middle Seat Track



Graco Infant W/ Base Belted, Rearward Seat Track



Graco Infant W/ Base Unbelted, Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)
12 Month Section B

Rear Facing CRS



Graco Infant W/ Base Unbelted, Middle Seat Track



Graco Infant W/ Base Unbelted, Rearward Seat Track



Graco Infant W/ Base Forward Facing Unbelted,
Forward Seat Track



Graco Infant W/ Base Forward Facing Unbelted,
Middle Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

12 Month

Section B

Rear Facing CRS



Graco Infant W/ Base Forward Facing Unbelted,
Rearward Seat Track



Graco Infant W/O Base Belted, Forward Seat Track



Graco Infant W/O Base Belted, Middle Seat Track



Graco Infant W/O Base Belted, Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

12 Month

Section B

Rear Facing CRS



Graco Infant W/O Base Unbelted, Forward Seat Track



Graco Infant W/O Base Unbelted, Middle Seat Track



Graco Infant W/O Base Unbelted, Rearward Seat Track



Graco Infant W/O Base Forward Facing Unbelted,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

12 Month

Section B

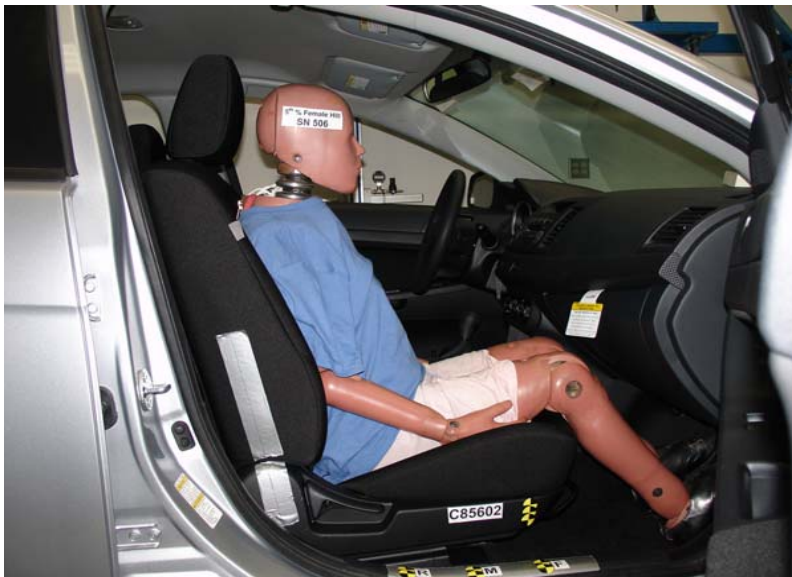
Rear Facing CRS



Graco Infant W/O Base Forward Facing Unbelted,
Middle Seat Track



Graco Infant W/O Base Forward Facing Unbelted,
Rearward Seat Track



Unbelted 5th Percentile Female Dummy Reactivation,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

12 Month

Section C

Forward Facing Convertible CRS



Britax Roundabout 161 Forward Facing Belted,
Forward Seat Track



Britax Roundabout 161 Forward Facing Belted,
Middle Seat Track



Britax Roundabout 161 Forward Facing Belted,
Rearward Seat Track



Britax Roundabout 161 Forward Facing Unbelted,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

12 Month

Section C

Forward Facing Convertible CRS



Britax Roundabout 161 Forward Facing Unbelted,
Middle Seat Track



Britax Roundabout 161 Forward Facing Unbelted,
Rearward Seat Track



Britax Roundabout 161 Rear Facing Belted,
Forward Seat Track



Britax Roundabout 161 Rear Facing Belted,
Middle Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

12 Month

Section C

Forward Facing Convertible CRS



Britax Roundabout 161 Rear Facing Belted,
Rearward Seat Track



Britax Roundabout 161 Rear Facing Unbelted,
Forward Seat Track



Britax Roundabout 161 Rear Facing Unbelted,
Middle Seat Track



Britax Roundabout 161 Rear Facing Unbelted,
Rearward Seat Track



Unbelted 5th Percentile Female Dummy Reactivation,
Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

12 Month

Section C

Forward Facing Convertible CRS



Century Encore Forward Facing Belted, Forward Seat Track



Century Encore Forward Facing Belted, Middle Seat Track



Century Encore Forward Facing Belted, Rearward Seat Track



Century Encore Forward Facing Unbelted, Forward Seat Track



Century Encore Forward Facing Unbelted, Middle Seat Track



Century Encore Forward Facing Unbelted, Rearward Seat Track



Century Encore Rear Facing Belted, Forward Seat Track



Century Encore Rear Facing Belted, Middle Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)
12 Month Section C

Forward Facing Convertible CRS



Century Encore Rear Facing Belted, Rearward Seat Track



Century Encore Rear Facing Unbelted, Forward Seat Track



Century Encore Rear Facing Unbelted, Middle Seat Track



Century Encore Rear Facing Unbelted, Rearward Seat Track



Unbelted 5th Percentile Female Dummy Reactivation,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

12 Month

Section C

Forward Facing Convertible CRS



Evenflo Medallion 254 Forward Facing Belted,
Forward Seat Track



Evenflo Medallion 254 Forward Facing Belted,
Middle Seat Track



Evenflo Medallion 254 Forward Facing Belted,
Rearward Seat Track



Evenflo Medallion 254 Forward Facing Unbelted,
Forward Seat Track



Evenflo Medallion 254 Forward Facing Unbelted,
Middle Seat Track



Evenflo Medallion 254 Forward Facing Unbelted,
Rearward Seat Track



Evenflo Medallion 254 Rear Facing Belted,
Forward Seat Track



Evenflo Medallion 254 Rear Facing Belted,
Middle Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)
12 Month Section C

Forward Facing Convertible CRS



Evenflo Medallion 254 Rear Facing Belted,
Rearward Seat Track



Evenflo Medallion 254 Rear Facing Unbelted,
Forward Seat Track



Evenflo Medallion 254 Rear Facing Unbelted,
Middle Seat Track



Evenflo Medallion 254 Rear Facing Unbelted,
Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)
12 Month Section C

Forward Facing Convertible CRS



Unbelted 5th Percentile Female Dummy Reactivation,
Middle Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

3 Year Old

Section C

Forward Facing Convertible CRS



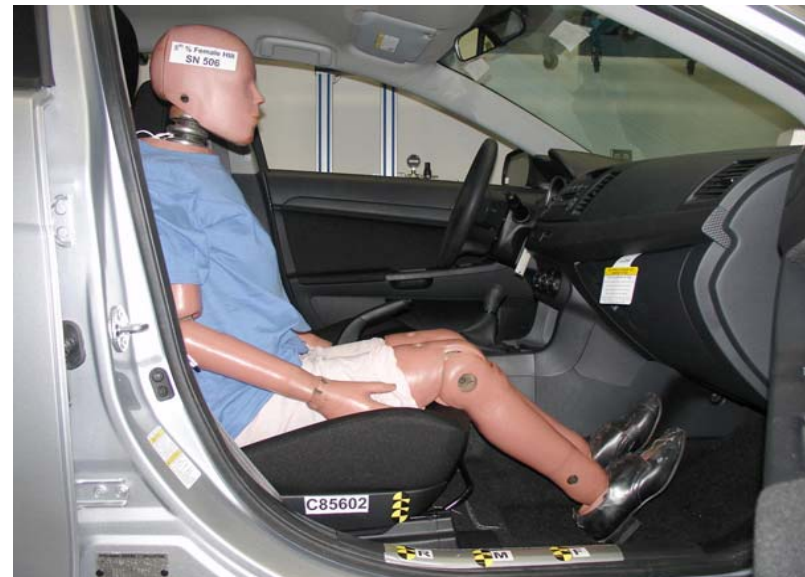
3-Year-Old Forward Facing Britax Roundabout Belted,
Forward Seat Track



3-Year-Old Forward Facing Britax Roundabout Belted,
Middle Seat Track



3-Year-Old Forward Facing Britax Roundabout Belted,
Rearward Seat Track



Unbelted 5th Percentile Female Dummy Reactivation,
Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

3 Year Old

Section C

Forward Facing Convertible CRS



3-Year-Old Forward Facing Century Encore Belted,
Forward Seat Track



3-Year-Old Forward Facing Century Encore Belted,
Middle Seat Track



3-Year-Old Forward Facing Century Encore Belted,
Rearward Seat Track



Unbelted 5th Percentile Female Dummy Reactivation,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

3 Year Old

Section C

Forward Facing Convertible CRS



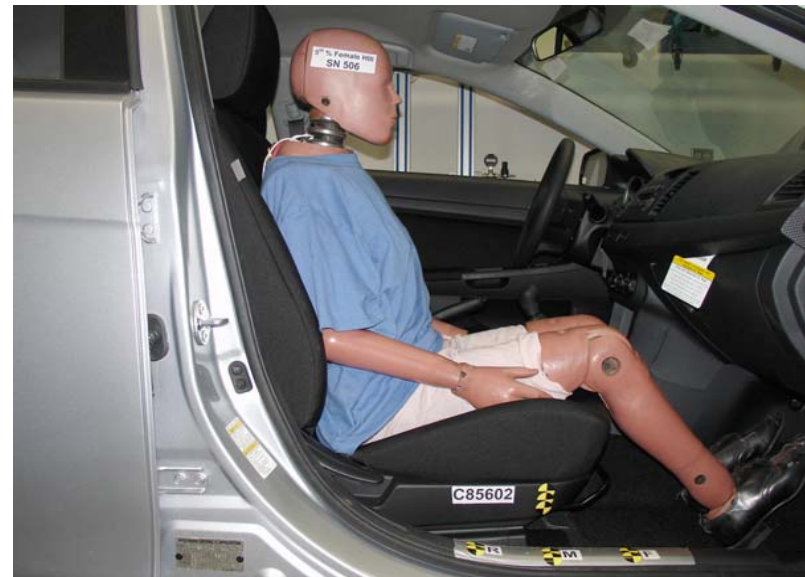
3-Year-Old Forward Facing Evenflo Medallion Belted,
Forward Seat Track



3-Year-Old Forward Facing Evenflo Medallion Belted,
Middle Seat Track



3-Year-Old Forward Facing Evenflo Medallion Belted,
Rearward Seat Track



Unbelted 5th Percentile Female Dummy Reactivation,
Middle Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

3 Year Old

Section D

Forward Facing Toddler

Belt Positioning Booster Seat



3-Year-Old Century Next Step Belted, Forward Seat Track



3-Year-Old Century Next Step Belted, Middle Seat Track



3-Year-Old Century Next Step Belted, Rearward Seat Track



3-Year-Old Century Next Step Cinched With Harness,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

3 Year Old

Section D

Forward Facing Toddler

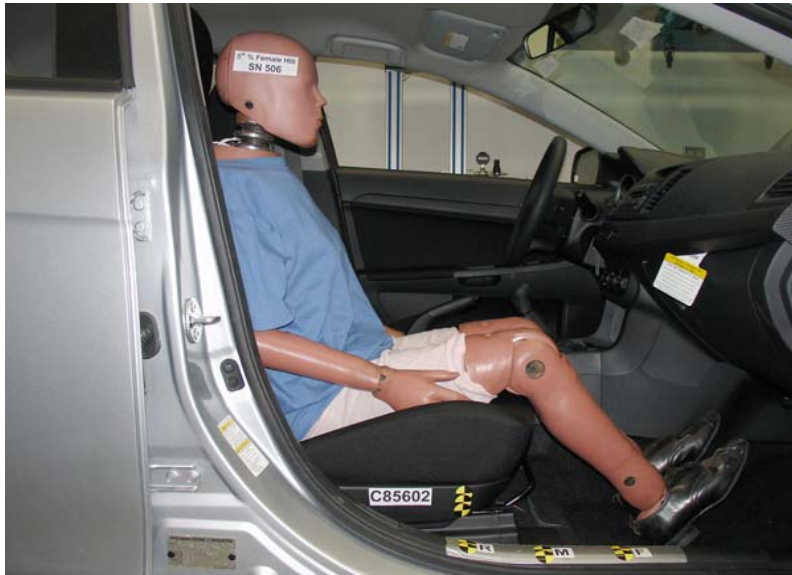
Belt Positioning Booster Seat



3-Year-Old Century Next Step Cinched With Harness,
Middle Seat Track



3-Year-Old Century Next Step Cinched With Harness,
Rearward Seat Track



Unbelted 5th Percentile Female Dummy Reactivation,
Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

3 Year Old

Section D

Forward Facing Toddler

Belt Positioning Booster Seat



3-Year-Old Cosco High Back Booster Belted,
Forward Seat Track



3-Year-Old Cosco High Back Booster Belted,
Middle Seat Track



3-Year-Old Cosco High Back Booster Belted,
Rearward Seat Track



3-Year-Old Cosco High Back Booster Cinched With Harness,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

3 Year Old

Section D

Forward Facing Toddler

Belt Positioning Booster Seat



3-Year-Old Cosco High Back Booster Cinched With Harness,
Middle Seat Track



3-Year-Old Cosco High Back Booster Cinched With Harness,
Rearward Seat Track



Unbelted 5th Percentile Female Dummy Reactivation,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)

3 Year Old

No CRS



3-Year-Old Unbelted, Forward Seat Track, Position 1



3-Year-Old Unbelted, Forward Seat Track, Position 2



3-Year-Old Unbelted, Forward Seat Track, Position 3



3-Year-Old Unbelted, Forward Seat Track, Position 4

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)
3 Year Old No CRS



3-Year-Old Unbelted, Forward Seat Track, Position 5



3-Year-Old Unbelted, Forward Seat Track, Position 6



3-Year-Old Unbelted, Forward Seat Track, Position 7



3-Year-Old Unbelted, Middle Seat Track, Position 1

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)
3 Year Old No CRS



3-Year-Old Unbelted, Middle Seat Track, Position 2



3-Year-Old Unbelted, Middle Seat Track, Position 3



3-Year-Old Unbelted, Middle Seat Track, Position 4



3-Year-Old Unbelted, Middle Seat Track, Position 5

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)
3 Year Old No CRS



3-Year-Old Unbelted, Middle Seat Track, Position 6



3-Year-Old Unbelted, Middle Seat Track, Position 7



3-Year-Old Unbelted, Rearward Seat Track, Position 1



3-Year-Old Unbelted, Rearward Seat Track, Position 2

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)
3 Year Old No CRS



3-Year-Old Unbelted, Rearward Seat Track, Position 3



3-Year-Old Unbelted, Rearward Seat Track, Position 4



3-Year-Old Unbelted, Rearward Seat Track, Position 5

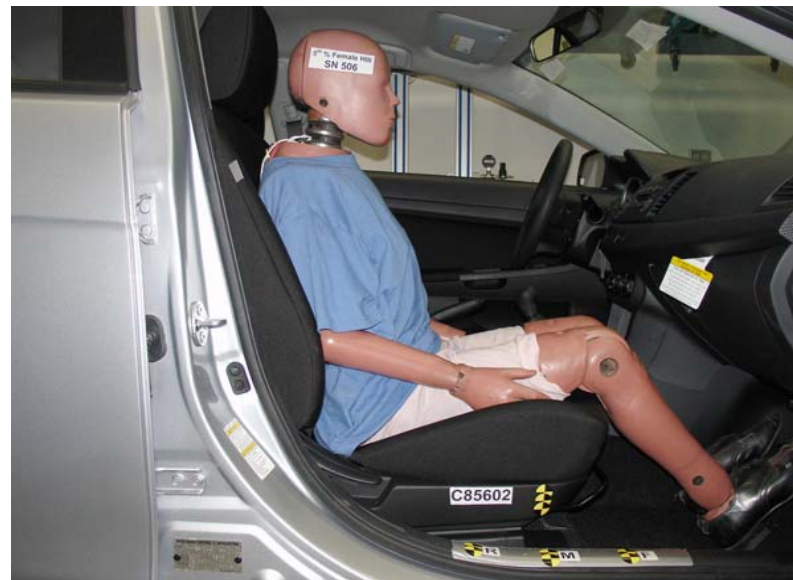


3-Year-Old Unbelted, Rearward Seat Track, Position 6

DOT/NHTSA 208 Suppression Test – 2008 Mitsubishi Lancer (C85602)
3 Year Old No CRS



3-Year-Old Unbelted, Rearward Seat Track, Position 7



Unbelted 5th Percentile Female Dummy Reactivation,
Middle Seat Track

APPENDIX F
INSTRUMENTATION CALIBRATION

INSTRUMENTS FOR DRIVER DUMMY NO. 510

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	P48076	Endevco	04/15/08
Head Y	P47087	Endevco	04/15/08
Head Z	P52220	Endevco	04/15/08
Neck Load Cell	1673	Denton	05/22/08
Chest X	P52221	Endevco	04/15/08
Chest Y	D12-X26	Entran	03/13/08
Chest Z	F14-B10	Entran	03/13/08
Chest Displacement	510	Servo	02/04/08
Left Femur Load Cell	950	GSE	02/13/08
Right Femur Load Cell	959	GSE	02/13/08

INSTRUMENTS FOR PASSENGER DUMMY NO. 507

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	P47091	Endevco	01/24/08
Head Y	P47118	Endevco	01/24/08
Head Z	P47304	Endevco	01/24/08
Neck Load Cell	1562	Denton	01/30/08
Chest X	P47083	Endevco	01/24/08
Chest Y	P47085	Endevco	01/24/08
Chest Z	P47092	Endevco	01/24/08
Chest Displacement	507	Servo	02/04/08
Left Femur Load Cell	992	Denton	04/15/08
Right Femur Load Cell	988	Denton	04/15/08

INSTRUMENTS FOR LOW RISK 5TH FEMALE DUMMY NO. 511 (P1 & P2)

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	ET21246	Entran	02/21/08
Head Y	ET21255	Entran	02/21/08
Head Z	ET21245	Entran	02/21/08
Neck Load Cell	162	Denton	01/30/08
Chest X	ET21217	Entran	02/21/08
Chest Y	ET21196	Entran	02/21/08
Chest Z	ET21259	Entran	02/21/08
Chest Displacement	511	Servo	02/04/08
Left Femur Load Cell	83	Denton	04/15/08
Right Femur Load Cell	84	Denton	04/15/08

INSTRUMENTS FOR LOW RISK 6 YEAR OLD CHILD DUMMY NO. 155 (P1 & P2)

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	B05-J08	Entran	12/12/07
Head Y	L13-R27	Entran	01/24/08
Head Z	C24-A03	Entran	12/12/07
Neck Load Cell	252	Denton	03/17/08
Chest X	P52144	Endevco	01/15/08
Chest Y	G22-D16	Entran	01/15/08
Chest Z	G21-M14	Entran	01/15/08
Chest Displacement	155	Servo	02/08/08

VEHICLE INSTRUMENTS

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Left Rear Seat Crossmember X	ET21195	Entran	06/10/08
Right Rear Seat Crossmember X	ET21237	Entran	06/10/08
Top of Engine X	B05-J04	Entran	02/19/08
Bottom of Engine X	H10-L04	Entran	06/10/08
Left Brake Caliper X	F11-H19	Entran	06/10/08
Right Brake Caliper X	J23-J06	Entran	06/10/08
Instrument Panel X	G06-X10	Entran	05/23/08
Trunk Z	F29-X18	Entran	03/07/08